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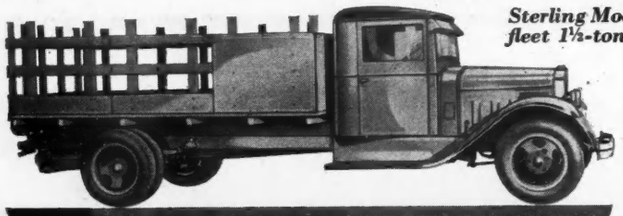

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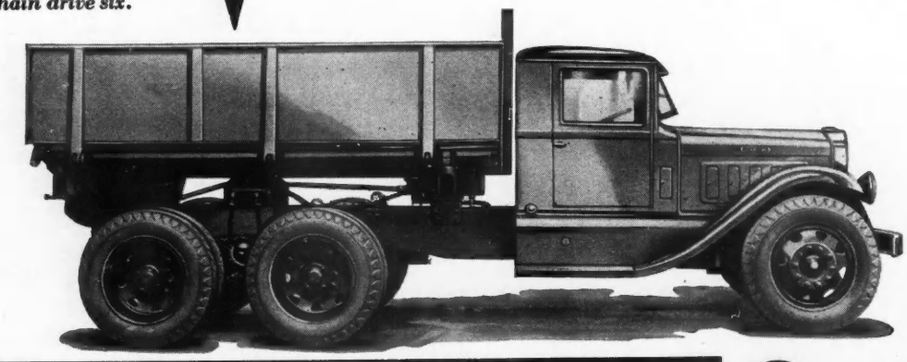

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COMMERCIAL CAR JOURNAL

Volume XLI PHILADELPHIA, JULY, 1931 Number 5

THE PRESIDENT'S PAGE

The President Predicts a Greater Prosperity Than We Have Ever Known

By

Herbert Hoover

President of the United States

THE business depression is the dominant subject before the country and the world today. Its blight stretches from all quarters of the globe to every business place and every cottage door in our land.

Depressions are not new experiences, though none has hitherto been so widespread. We have passed through no less than 15 major depressions in the last century. We have learned something as the result of each of these experiences.

From this one we shall gain stiffening and economic discipline, a greater knowledge upon which we must build a better safeguard system. We have come out of each previous depression into a period of prosperity greater than ever before. We shall do so this time.

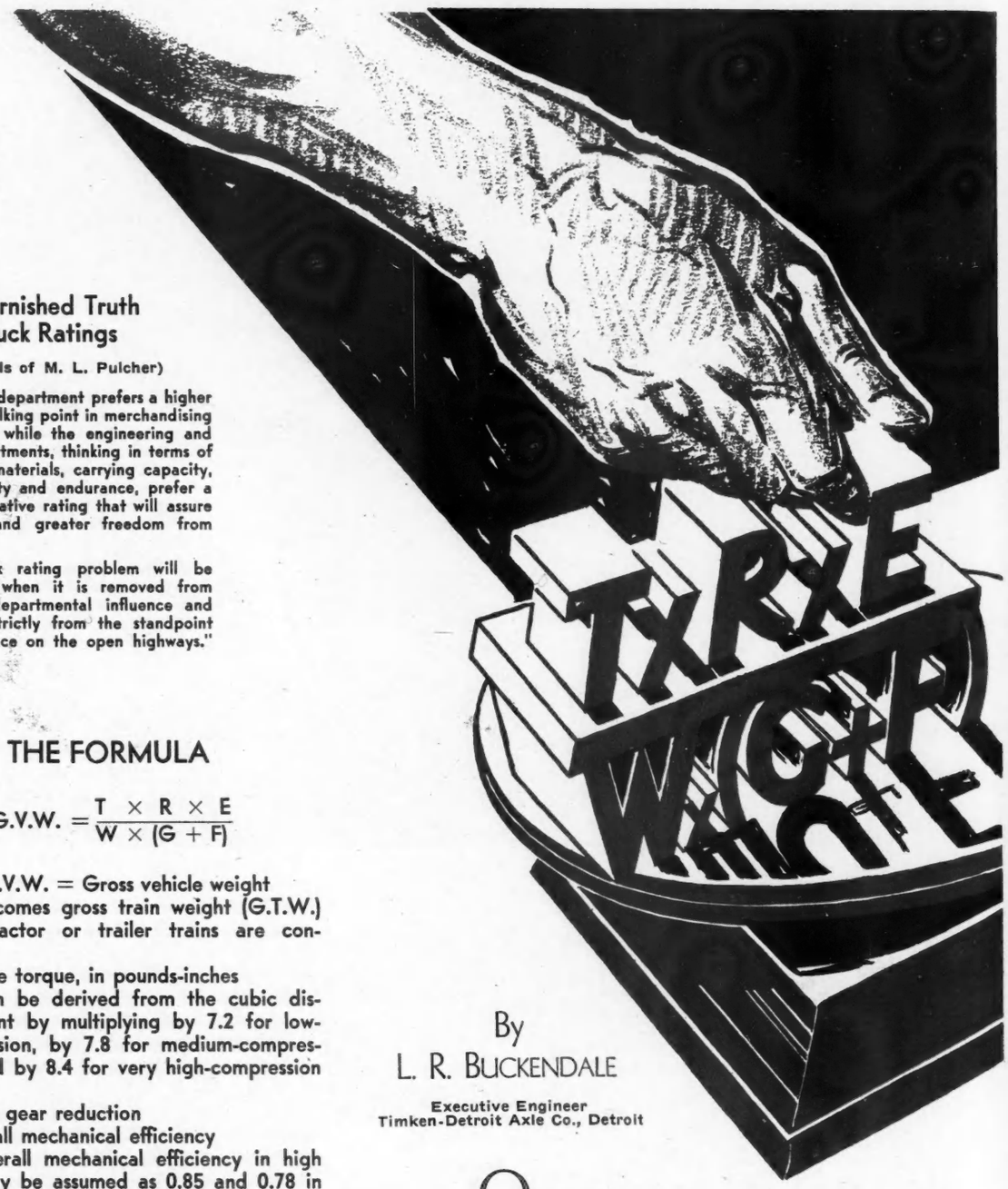
As we look beyond the horizons of our own troubles and consider the events in other lands, we know that the main causes of the extreme violence and the long continuance of this depression came not from within but from outside the United States.

Had our wild speculation, our stock promotion, with its infinite losses and

TURN TO PAGE 46, PLEASE

In August This Page Will be Devoted to the Words of Mr. Robert P. Page, Jr., President, The Autocar Co.

A FORMULA FOR



The Unvarnished Truth About Truck Ratings

(In the words of M. L. Pulcher)

"The sales department prefers a higher rating as a talking point in merchandising the product, while the engineering and service departments, thinking in terms of strength of materials, carrying capacity, tractive ability and endurance, prefer a more conservative rating that will assure longer life and greater freedom from failure.

"The truck rating problem will be solved only when it is removed from prejudiced departmental influence and considered strictly from the standpoint of performance on the open highways."

THE FORMULA

$$G.V.W. = \frac{T \times R \times E}{W \times (G + F)}$$

In which G.V.W. = Gross vehicle weight
(This becomes gross train weight (G.T.W.) when tractor or trailer trains are considered)

T = Engine torque, in pounds-inches
(This can be derived from the cubic displacement by multiplying by 7.2 for low-compression, by 7.8 for medium-compression, and by 8.4 for very high-compression engines)

R = Total gear reduction

E = Overall mechanical efficiency
(The overall mechanical efficiency in high gear may be assumed as 0.85 and 0.78 in primary transmission gear and 0.72 when auxiliary transmission gears are used in addition)

W = Radius of tire under load

G = Gradient, expressed as the amount of rise in feet per foot traveled
(This is the sine gradient and agrees with the tangent up to 10 deg.)

F = Rolling resistance, expressed as pounds of resistance per pound of load

By
L. R. BUCKENDALE
Executive Engineer
Timken-Detroit Axle Co., Detroit

ONE of the important needs of the motor truck industry is a unit of rating—a yardstick, if you please—by which the inherent ability of trucks can be measured.

The factors which determine the ability of the motor truck to move a gross weight under given conditions are engine torque, gear reduction, effective radius and overall mechanical efficiency. The phrase "given conditions" must necessarily contain additional factors of our yardstick.

It is obvious that for a given power the load that can be moved up a hill must be less than the load moved on

RATING TRUCKS

Here are views on the subject of truck rating by M. L. Pulcher, president of the Federal Motor Truck Co., and L. R. Buckendale, executive engineer of the Timken-Detroit Axle Co. They were delivered on June 14 at [illegible]ning of the summer meeting of the Society of Automotive Engineers at White Sulphur Springs.

They are valuable contributions to the truck-rating controversy to which this publication has recently given considerable space, and may be considered the initial effort of the S.A.E. to do something about the truck industry's problem.

In the August issue Commercial Car Journal will present the views of engineers, sales executives, fleet operators and others who participated in the discussion which followed the presentation of the Buckendale and Pulcher papers and preceded the important resolution which appears on page 17.

the level. So the gradient of the road must be considered in our yardstick.

It is also evident that a greater load can be moved over a hard, level road with a given effort than can be moved in deep mud. So our yardstick must also include the rolling resistance of the vehicle. In considering the rolling resistance of the vehicle, wind resistance usually is included.

If we put these elements together in their proper relation we have:

$$G.V.W. = \frac{T \times R \times E}{W \times (G + F)}$$

(For explanation of factors see formula on page 14.)

Having a yardstick, the question is, How do we use it? Observation has shown that a greater ability-factor is required in heavy-duty work, such as dump service, than for the average service, and this ability will vary with different types of service. If we define the type of service as the amount of gradient, we can express heavy-duty work as 7 per cent grade, average duty as 6 per cent grade, very favorable conditions as 5 per cent grade and tractor and trailer service as 4 per cent grade. This gives us a set of standard conditions for ratings just as we have standard conditions for engine tests.

Further observation shows that a motor truck, as a rule, is operated with loads that can be handled in high or direct gear most of the time. High gear should be defined as the greatest numerical gear ratio in which the vehicle was designed to operate continuously. The transmission reductions are intended for accelerating the load from rest or in negotiating grades or places that occur a small percentage of the running time. This being true, our yardstick should be used for determining the gross vehicle weight in high gear when this weight is being used for comparison or rating purposes.

Let us refer to the COMMERCIAL CAR JOURNAL of May, 1931, and select two trucks under the 1½-ton classification. The first has an engine of 195 cu. in., a 5.40:1 gear ratio in high, 30 x 5-in. tires and a chassis weight of 2900 lb. The second truck selected for comparison has an engine of 315 cu. in. displacement, a 6.5:1 gear ratio in high,

32 x 6-in. tires and a chassis weight of 4700 lb. If we use our formula for 4, 5, 6 and 7 per cent grades, multiply the number of cubic inches of piston displacement by 7.8 to get the torque in inch-pounds, taking 0.85 efficiency and 0.015 lb. per lb. of rolling resistance as standard conditions, we get the following results:

	No. 1	No. 2
Gross vehicle weight for 4% grade	8,100 lb.	15,500 lb.
Gross vehicle weight for 5% grade	6,900 lb.	13,100 lb.
Gross vehicle weight for 6% grade	5,950 lb.	11,300 lb.
Gross vehicle weight for 7% grade	5,250 lb.	10,000 lb.

So we find that truck No. 1 will handle 7000 lb. gross vehicle weight up a 5 per cent grade, which I regard as equivalent to very favorable conditions, while truck No. 2 will handle 13,000 lb. under the same conditions. The yardstick has shown us the difference, although both are called 1½-ton trucks.

In closing, I propose that trucks be rated by the gross vehicle weight that can be hauled up standard grades and suggest that a

4 per cent gradient represent tractor and trailer service.
5 per cent gradient represent favorable service.
6 per cent gradient represent average service.
7 per cent gradient represent heavy-duty service, and
85 per cent efficiency and 0.015 lb. per lb. of gross vehicle weight be the rolling resistance.

If this is followed we shall know what is meant when the rating of a truck is specified.

By M. L. Pulcher
President, Federal
Motor Truck Co.

For years we men in the motor truck industry have sought a practical method of truck rating that would at least approximate truck performance, but, to paraphrase Mark Twain's comment on the weather, while much has been said on the subject, nothing has ever been done about it.

To study the wide variations in specifications of trucks of the same tonnages is interesting. In the 1½-ton group, chassis vary in weight from 2400 to 5300 lb.; in the 2-ton group, from 2925 to 6800 lb.; in the 3-ton group, from 4500 to 8500 lb., and in the 5-ton group the spread is from 5800 to 11,300 lb.

Some manufacturers make tire capacities a basic rating factor.

Some use engines of sufficient size to "overpower" the vehicle, while others use medium or undersized engines and obtain tractive ability with multiple-speed transmissions and low rear-axle ratios.

From the foregoing it is clear that not even an approximation of uniformity exists in the relationship of truck ratings to performance and that many ratings are incorrect measures of truck performance.

A FORMULA FOR RATING TRUCKS

L. R. Buckendale, Executive Engineer, Timken-Detroit Axle Co.

S.A.E. Takes Up Scent in Hunt for Rating Method

WHITE SULPHUR SPRINGS, W. VA., June 15.—The Society of Automotive Engineers has committed itself to attempt the task of working out a generally acceptable standard method of rating motor trucks. This certainty developed today when the S.A.E. Council approved the following resolution adopted at yesterday's truck rating session:

"It is the recommendation of this meeting that the Motorcoach and Motor Truck Activity Committee, together with the Transportation and Maintenance Acivity Committee, form a joint Committee to study truck rating with a view to bringing forth a generally acceptable method of rating trucks."

This resolution, submitted by R. K. Glynn, automotive engineer, American Telephone & Telegraph Co. and vice-president of the S.A.E. and member of the Council, was passed unanimously after the rating subject had been debated outspokenly and sometimes acridly.

Important suggestions for improving the Buckendale ability formula were made by A. J. Scaife, consulting field engineer, The White Co., and B. B. Bachman, chief engineer, The Autocar Co. Mr. Scaife suggested consideration of a formula having the following as a basis: (1) Gross load in relation to chassis weight. (2) Ability as expressed in pounds-feet. (3) Fixed speed as a constant in m.p.h.

Mr. Bachman suggested: (1) That the gradient factor be 3 per cent in direct gear. (2) That this factor be used for all types of hauling for the reason that it considers the problem from the standpoint of ability only. (3) That for dump service and tractors the gears, bearings and structural load-carrying portions of the chassis be compared on a basis of continuous operation in next to top gear. (4) That the engine speed, using the gear ratio and wheel size adopted for obtaining the gross vehicle weight, be kept within definite limits.

In attempting to prescribe a rating formula, we should decided first what the rating is to stand for.

Three angles from which to approach the subject are:

1. A conservative rating, both manufacturer and customer agreeing that the vehicle is capable of carrying a considerable overload.
2. A maximum rating—all that the vehicle will safely carry under average operating conditions.
3. Abolition of ratings entirely and substitution of the maximum gross allowable weight.

Conservative rating (1) has been common practice since the inception of the truck industry and is the method generally used by purchasers in the selection of a truck.

While the gross allowable weight really fixes truck capacity, tonnage ratings have always been used by the layman to designate truck sizes and therefore should be retained in the general scheme of ratings.

A truck is operated under good and bad conditions alike. Therefore a rating based on maximum capacities under favorable or average conditions is misleading when applied to unfavorable conditions. I am inclined to favor a conservative rating, which allows for a reasonable overload and provides for variable conditions, a practice that 25 years of merchandising have proved sound.

What factors shall we consider in rating a truck? How can we put real meaning into truck ratings?

A truck functions in two ways: It carries a load and propels it over the road; therefore it is necessary primarily to consider two factors in fixing a truck rating—capacity and traction.

Unquestionably a direct relationship exists between truck weight and carrying capacity. True, it is possible to build a heavy axle of relatively small carrying capacity and a light axle of relatively great carrying capacity, but in the present advanced stage of design and manufacture the heavier axle, in general, will be uniformly larger and stronger throughout than the smaller one. What is true of axles is true of other units.

Since there is a direct relationship between truck weight and carrying capacity, a well-balanced chassis should be able to carry a certain number of times its own weight. This relationship might well be recognized in fixing truck ratings. Consideration should be given to the development of a method or formula that would make the gross allowable weight or carrying capacity of a truck the product of the weight of the chassis, fully

TURN TO PAGE 46, PLEASE

"THE TRUCK SALESMAN IS A BULL IN A CHINA SHOP"

That's the Indictment of a Man Who Has Been Selling Trucks Since Befo' da Wo'; And He Follows It Up With His Idea of the Knowledge a Salesman Should Have

By D. R. HARRINGTON
Truck Salesman

A BULL in a china shop—that's the present-day salesman. The task of getting the prospect's signature on the dotted line has become a fine art—but he's no artist.

In the old days of high, unprinted list prices and long trade allowances, competitive salesmen fought it out on the question of whose firm could give the biggest allowance on the old truck. If the allowance on the old truck was too big for the sales manager's taste, the deficit could be made up by quoting a higher list price. But today list prices have already been cut to the bone, and printed in newspapers and magazines for all the world to see. The manufacturers have come out into the open. But not all of our salesmen have realized that they, too, can come into the open and do business without resorting to sharp practices.

One species of the present-day salesman breaks into his prospect's office and starts the machine gun rat-a-tatting something like this: "I am selling the best truck in the world. I don't know what makes it the best truck, but the manufacturer says it is. No other truck on the market has a point in its favor. I will give you a bigger allowance on your old truck than any other salesman. I will promise you anything else your little heart desires if only you will sign the order."

Unfortunately for this type of salesman, the present-day truck buyer has donned a vest that is proof against ammunition of this description. Trucks are no longer a mystery to him. He has used them before. He knows what sort of truck service his business requires. If his other trucks satisfied him, he wants a new one that is as strong in every particular as the old. If his other trucks failed him, he has taken the trouble to find out *why*, and he is not going to buy another truck that has the same flaw in its make-up.

He realizes, too, that buying any truck, just because its manufacturer will give a bigger allowance on his old one, is false economy. It may even have occurred to him to look in the mouth of the gift horse and wonder why its owner is so anxious to give a truck away on terms which he swears are unfavorable to himself.

The prospect, you see, has grown

TURN TO PAGE 50, PLEASE

LAWS OF

By A. B. CROFOOT

A SHRILL blast of the whistle brings the heavy truck to a stop by the side of the road. A burly trooper, standing alongside the road, armed with a yardstick and tape measure, walks up to the cab and addresses the driver.

"How much yer got on there?" he asks.

"Oh, 'bout 3 ton."

"Oh, yeah! 'N' what's yer gross?"

" 'Bout 30 grand."

"Sez you. Roll her over on this platform scale 'n' we'll see."

So the truck driver pulls up on the roadside platform scale where he tips the beam at just under 30,000 lb. The trooper rubs his chin for a moment, orders the driver to pull up so that only his rear wheels are on the platform, when a satisfied gleam comes into his eye. He then takes out his tape measure and starts making a few measurements, and again steps up to the cab. He takes out his summons book and starts filling in the requisite data, as he addresses the driver:

"Yer overloaded."

"Aw now, lis'en, officer. I ain't overloaded. The boss looked it up before I started on this haul, and I can carry 34,000 lb"

1931 Measure Trucks For a Tighter Fit

"Not on a four-wheeler, you can't," replies the officer as he continues filling out the blank form.

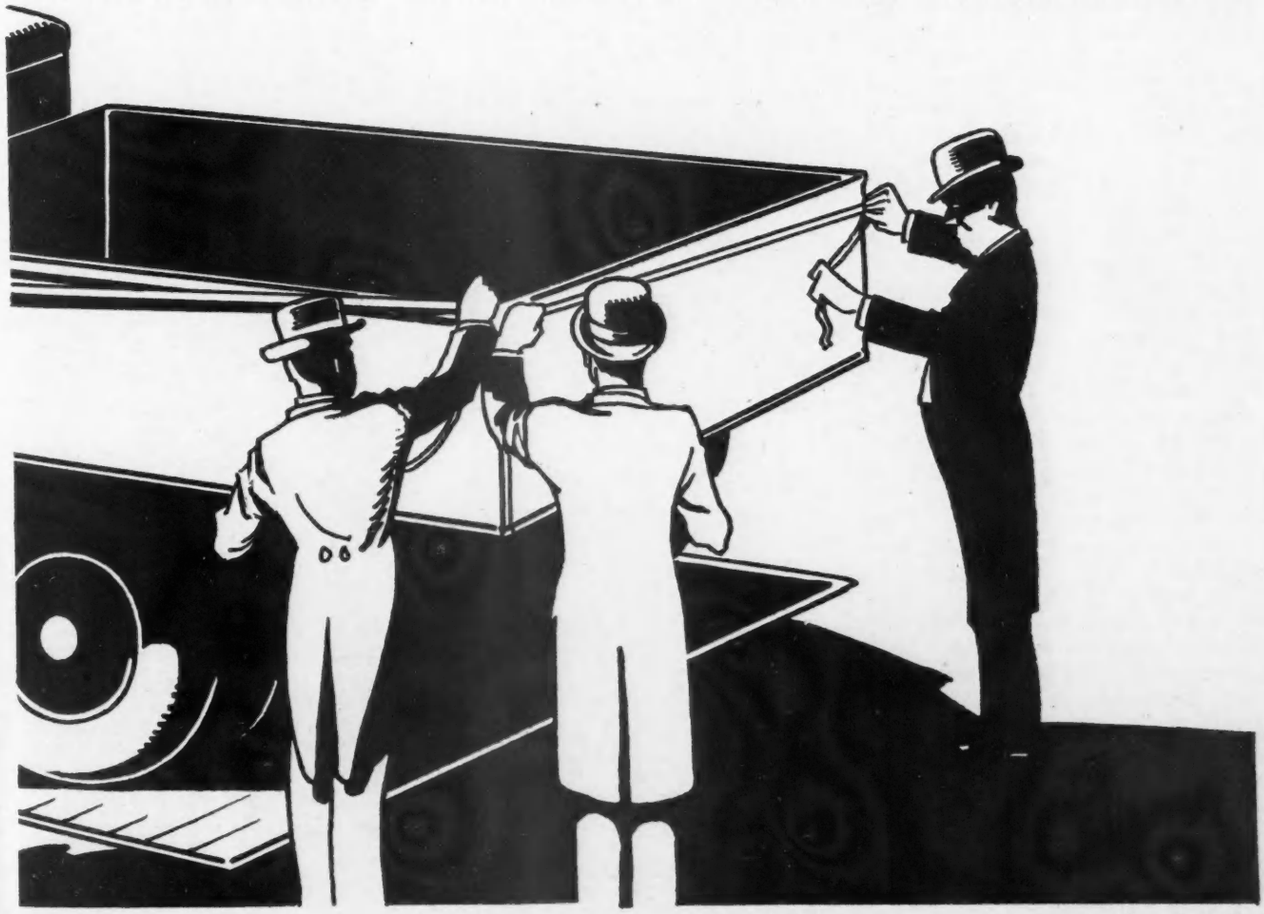
"But say, lis'en. This is a *six*-wheeler."

"Naw it ain't, either. Yer rear axles are 36 in. apart, and the law says yuh've gotta have them 40 in. to count as separate axles. Besides, yuh've got more'n sixteen hundr'd on the back axle." And so another truck operator becomes an unintentional victim of the lack of uniformity in the new laws enacted during this year by the various states in their attempts to control weights and sizes of vehicles operating over the public highways.

Not all changes made this year will lead to as much confusion as was indicated in the above episode. And even the points brought out in this, outside the fact that the requirements differ for various states, are based on well considered thought.

The whole angle of attack to the problem of weight restrictions, in most of the states adopting new laws, has been not to regard gross weights so much as the concentration of these weights in their points of contact with the road surface—the tires. Axle loads, wheel loads, weights per inch width of tire, all these are considered in their functions of distributing the load over a broader surface and thus lessening the destructive effect of heavy loads on the road surfaces. The provision incorporated in many of the new laws providing that axles have a minimum separating distance in order to be considered as separate axles was also adopted with the same thought in view. It was this provision that the truck driver with whom this article opened ran afoul.

In the opinion of the Motor Vehicle Conference Committee which gathered the information from which the accompanying table was prepared, not enough attention was paid this year to the difference in road destructive qualities of different kinds of tires. Some of the states do now specify that none but pneumatic tires shall be used



LAWS MEASURE TRUCKS FOR A TIGHTER FIT

on their public highways, and a few of them have incorporated provision in their new laws that vehicles equipped with other than pneumatics shall have their allowable gross weight reduced a certain amount, usually 1 ton per axle though in some cases it is specified in percentage. As long as they are considering the effect of large loads on the roads, this aspect of the relative destruction caused by different kinds of tires should have received consideration from more of the states than it did.

Another contribution to the lack of uniformity in the new laws was the widespread refusal on the part of the legislatures to be guided by national bodies that have devoted their whole time to the study of this one subject.

The National Conference on Street and Highway Safety, for instance, has grouped the bridges of the country into three groups and set as safe loads to carry over them figures determined by the formula "W" equals "a" times (L plus 40). In using this formula, the conference uses as the smallest value for "a," 670 which applies only on the weakest bridges on the country roads. The highest value is 1330 which gives the weight for the best bridges. Several states used the formula in determining gross weights for vehicles operating over the *roads*, but in most cases where this was done, the value for "a" was 600—*less than that allowed by the conference for the weakest bridges.* In this formula "L" is the length in feet between first and last axles, "W" is the weight in pounds of the loaded vehicle, and "a" is a factor which is determined by experiment as suitable. The state of Iowa changed the formula by adding the number 53 1/3 instead of 40 to the length of the vehicle before multiplying it by "a." West Virginia applied the formula unchanged to its roads, classifying them as agricultural, industrial and metropolitan, the agricultural roads permitting the lowest factor and the metropolitan the highest. New York uses the factor 750, about midway between the lowest and middle class bridges, as its factor in determining weights over all its roads. In all other cases, a lower factor is used than that given by the conference for the poorest bridges.

The Bureau of Public Roads, which has published a learned treatise as a result of its studies of the effect of impact on road stamina, recommends a minimum 40-in. spacing between axles to be counted as separate. Yet only eight of the 18 states, on whose new laws the results have been compiled, make any recognition of this.

The formula mentioned above for determining gross weights allowable, might seem to place a premium on long wheelbases. This objection is readily met, however, by the mechanical difficulties involved in a long driveshaft, the lack of maneuverability, the menace to other vehicles on the highway, and the overall length restrictions rendering an exceptionally long wheelbase vehicle impractical.

Four states further covered wheelbases by placing maximum wheelbases, either in a blanket form or by allowing different weights for different wheelbases.

As further evidence of the consideration of the effect of impact on the roads, several states in their new laws allowed for different sizes of tires. This is taken care of by specifying loads in terms of the width of tires expressed in pounds per inch width.

When it comes to distribution of weight by axles, most states have considered the fact that the load will not be evenly distributed.

In the matter of size restrictions, the principal change has been in the lengths permitted to combination units. In a number of instances the length of combinations has been reduced from 85 ft. to anywhere from 28 to 45 ft. Some states, however, have liberalized their policies in this respect and now allow 85 ft., where formerly they allowed less. Alabama has reduced its permissible height by 2½ ft., and a few others have incor-

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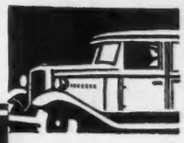
NEW TRUCK RESTRICTIONS ADOPTED BY 18 STATES

Bold face denotes the new restrictions. Light face denotes the old

STATE	LENGTH (Feet)	WIDTH (Inches)	HEIGHT (Feet)	4-WHEEL GROSS (Pounds)	6-WHEEL GROSS (Pounds)	COMBINATION GROSS (Pounds)	MAXIMUM GROSS (Pounds)	AXLE LOAD (Pounds)	WHEEL LOAD (Pounds)	TRACTORS (Pounds)	PER INCH TIRE WIDTH (Pounds)	SOLID TIRES REDUCTION (Iess green)	METAL TIRES RED. (Iess green)	W=a (L plus 40)*	MINIMUM AXLE SPACE (Inches)
ALABAMA	35 single, 85 combine 25 single, 45 combine	96 96	14½ 12				32,000 32,000	12,000							
DELAWARE	35 single, 60 combine no mention			34,000 28,000	34,000 28,000	28,000 28,000		10,000 12,000		10,000 10,000	700 700	2,000 lbs. 2,000 lbs.	4,000 lbs. 4,000 lbs.		
GEORGIA	30 single 85 combine. 25 single, 45 combine	96 96	12½ 12½	22,000 12,500 load per unit				17,000 6,250 load per unit			800				
INDIANA	35 single, 60 combine.	96	12	28,000				22,400 16,000	8,000		800 600	4,000 20%		a equals 600	40
IOWA	30 single, 45 combine	96	12				28,000		8,000		800	4,000		a equals 650	40
KANSAS	35 single, 60 combine 35 single, 50 combine.	96 96	13 13	34,000 24,000 20,000 on dusls	34,000 34,000 30,000 on dusls			16,000 16,000 14,000 on dusls			700				
MAINE				18,000 20,000 16,000 24,000	24,000 24,000			12,500 16,000 12,500 16,000			700 700	6,000 from maximum			
MASS.	28-33 thru rds. 28-33 single, 60 combine.	90-102 96-102			60,000 thru rds. 40,000	40,000 40,000	30,000 30,000				800	2,000 2,000 for single unit			
MINN.	35 single, 75 combine 35 single, 60 combine, 5% overhang	96	12½	28,000			12,000 22,400	22,400 6,000 17,920			800	20%			
MONTANA	no mention 35 single, 60 combine.	96	14½	no law 24,000			34,000	18,000 17,000 on more than 4 wheels 8,000 if less than 5 ft. w. b.			800				
NEB.	35 single, 50 combine.	90 96	13 12				14,000 10,000	10,000 10,000			800 700				
NEVADA				25,000 25,000	32,000 32,000			10,000 on 6-wheel bus			600 600				42 42
NEW MEX.	35 single, 65 combine no mention			22,000			26,500/unit 44,000/1st 2 units 22,000/each succeeding 16 feet	13,000 11,000 if more than 4 wheels 12,000			800 rubber 500 metal 600 rubber 500 metal			a equals 680	40
NEW YORK	no mention 35 single, 65 combine	96 96	13	28,000 26,000	42,000 pneu. 36,000 steel 30,000 plus 850L* up to 44,000 30,000 on 8 wheels	42,000 use 2 wheel trailer		22,400 20,000 on consecutive axles less than 14 feet apart	11,200 6-wheel 9,000 4-wheel 11,200		700 800	35,000 on 6-wheeler 20%	40%	a equals 750	46
NO. DAK.	35 single, 65 combine 35 single, 2 cars more than 1 trailer	96 96	14½ 14½				Option highway authorities 20,000				600				
OREGON	Set by Highway Commissioner 34 single, 65 combine 38 combine after Jan. 1, 1933	96 96	Set by Highway Commissioner 12	22,000	34,000 min. axle space 9' 37,000 if less than 9'		40,000	16,000 10,500 if axles of 6-wheeler less 8 feet apart 9,000 on metal tires 16,000 17,000 on paved rds.	8,000 9,500 on paved rds.		600 if less 30" 800 if more 30" 500 if less 30" 600 if more 30"	10,000 load limit	7,000 load limit	a equals 600	40
UTAH	no mention 35 single, 65 combine	96	14	22,000	34,000 if w. b. not less 19'		22,000 30,000 outside cities	10,000 if w.b. not less than 10 feet	7,500		600 600 by width	20%			40
W. VA.	40 single, 60 combine 35 single, 65 combine	96 96	12 12				20,000	17,000 16,000 22,400†	8000 8,000 11,200†	22,000 with trailers	600	remain major metropolitan 20%, other major 30% secondary		a equals 670 1330 for bridges	40

* L equals distance in feet between axles. W equals weight. a equals factor. † Permissible weights vary according to areas and types of roads.

THE TRUCK INDUSTRY—FIGURATIVELY SPEAKING



TRUCK registrations for April, 1931, gained 6898 over March, an increase of 23 per cent. Compared with April, 1930, positions are reversed, April of this year showing a falling off of 21 per cent. Georgia figures are omitted from the 1931 totals, and although this may not make much difference in percentages for this year, it does introduce an error in comparison with 1930.

Truck production for April was 53,131, slightly less than preliminary estimates. May production is estimated as 50,800 and June at 47,000, a progressive decline of about 3000 units for each of the two months.

Production in the United States and Canada for the first six months of 1931 is estimated at 275,940, a reduction of 21 per cent from 350,917 vehicles manufactured in the first half of 1930.

Foreign truck sales for June are expected to show about 14,100 when final figures are available. This figure is only 1400 below estimate for May and about the same amount below June, 1930.

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	International	La France-Republic	Mack	Moreland	Paige	Pierce-Arrow	Relay	Reo	Rugby	Schacht	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1931	223	152	7,436	167	1,173	23	30	109	11,051	443	1,306	28	225	16	27	3	13	267	32	15	62	84	297	214	157	23,965*
January.....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	1,835	43	345	51	14	4	28	698	90	21	145	97	104	413	440	30,241
February....1931	176	107	7,254	134	1,124	31	36	97	10,678	387	1,344	34	183	12	20	4	28	260	29	11	47	85	267	202	182	23,028*
February....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	1,928	44	298	29	43	1	30	565	67	20	74	155	91	320	431	31,882
March.....1931	119	147	9,138	144	1,351	15	28	121	14,386	451	1,862	35	286	17	28	9	18	306	29	10	57	119	360	205	281	29,950*
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	2,364	55	452	56	52	3	45	682	62	27	106	265	102	407	559	42,182
April.....1931	155	215	11,195	236	1,575	33	17	150	17,755	590	2,295	58	344	19	20	18	42	354	31	21	104	166	381	228	346	36,848
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	2,740	71	566	57	64	4	61	903	47	47	147	314	98	480	564	47,032
Total 4 Mos..1931	673	621	35,023	681	5,223	102	111	477	53,870	1,871	6,807	155	1,038	64	95	34	101	1,187	121	57	270	454	1,305	849	966	113,791*
Total 4 Mos..1930	706	1,360	46,152	1,013	6,156	184	648	811	68,549	3,457	8,867	213	1,661	193	173	12	164	2,848	266	115	472	831	395	1,620	1,994	151,337

* Georgia figures not included in totals.

New Truck Registrations for 35 States in May, 1931

MAY	1931	1930
Alabama	329	416
Arizona	163	210
Arkansas	190	380
California	1,935	2,232
Connecticut	615	745
Delaware	107	179
District of Columbia	215	164
Florida	364	403
Idaho	179	210
Illinois	1,455	2,115
Indiana	980	1,172
Iowa	906	990
Kentucky	359	532
Maryland	518	626
Minnesota	1,013	1,357
Missouri	847	1,260
Montana	159	238
Nebraska	478	574
Nevada	83	42
New Hampshire	287	359
North Carolina	598	631
North Dakota	263	311
Ohio	1,575	2,350
Oklahoma	457	855
Oregon	399	373
Pennsylvania	2,317	3,208
Rhode Island	234	252
South Carolina	297	340
South Dakota	219	259
Texas	1,611	1,917
Utah	154	239
Virginia	795	1,069
Washington	399	607
West Virginia	391	490
Wisconsin	900	1,312
Total—35 States	21,791	28,417

	Truck Production (†) 1931	Truck Production (†) 1930	Foreign Truck Sales (‡) 1931	Foreign Truck Sales (‡) 1930
January	35,475	40,938	10,979	20,282
February	41,863	52,925	10,881	14,015
March	47,671	69,031	14,810	19,142
April	53,131	74,477	15,829	22,721
May	50,800*	62,080	15,500*	21,733
June	47,000*	51,466	14,100*	15,412
July	....	44,960	....	12,611
August	....	43,296	....	13,268
September	....	46,557	....	13,321
October	....	41,928	....	10,868
November	....	37,493	....	12,065
December	....	34,840	....	11,264
	275,940*	599,991	82,099*	186,702

* Estimate.
† United States and Canada.
‡ Comprise Exports, Foreign Assemblies and Canadian Production.

HAULERS TAKE STOCK

INCREASED trucking of livestock to the big terminal markets seems inevitable in the next five years, perhaps for a considerably more extended period. This is the belief, not only of truckers, but of commission men, stock yard officials and other observers of livestock transportation at the St. Louis market. What the maximum volume will be or when it will be attained, no one is willing to predict, its growth continues so steadily.

The National Stock Yard of East St. Louis, Ill., is one of the major livestock terminals of the country, drawing its business from a wide scope of territory. Besides being an important center for the sale of sheep and cattle, it is the country's second largest swine market and first in outbound shipments. In 1930, a period when receipts were considerably reduced, 5,298,657 animals were marketed through these yards.

• Still Growing •

TWENTY-FIVE to 28 per cent of all animals received at the St. Louis market now arrive by truck, and at times it runs as high as 50 per cent. With Illinois, Missouri and neighboring states in the St. Louis territory spending millions in the building of better highways, the possibilities of continued increase in livestock trucking are readily apparent. That, however, is but one factor in the situation. Students of livestock marketing point out others even more potent.

Once livestock trucking was seen to be practical and convenient, it developed with astonishing rapidity, as is shown by figures of the National Stock Yards for the past 28 years. The earlier figures on non-rail arrivals antedate the real truck movement and apply only to animals driven in on foot or brought in on wagons.

From 1902 through 1925, this class fluctuated, at times rather sharply. The number of cattle driven in was 23,365 in 1905, after which it dropped unevenly to 8672 in 1916. Similar ups and downs are shown in the tables for hogs and calves.

OF LIVESTOCK HAULING

AND DECLARE:

1. That trucks will be larger
2. That growth of livestock hauling is a certainty
3. That 100-mile truck-ins are too economical for railroads to recapture
4. That long hauls are practical even up to 400 miles
5. That stock yards keep pace with unloading facilities

The opinions, suggestions and predictions in this article are those of haulers and executives connected with the St. Louis stock yards. The editor inclines to the view that the expressions are typical, therefore valuable to the truck industry and trade in anticipating future requirements

By IRA D. MULLINAX

A special correspondent, who has lived with St. Louis livestock farmers, haulers and yard officials for years

But in 1926 livestock trucking began a heavy upward swing, and each year since has shown a substantial increase. In that year 26,613 head of cattle came in by truck, breaking all records. Receipts increased every year following, until 1929 more than 100,000 and last year 163,850 cattle arrived by truck. Receipts of hogs by truck jumped from 170,424 in 1926

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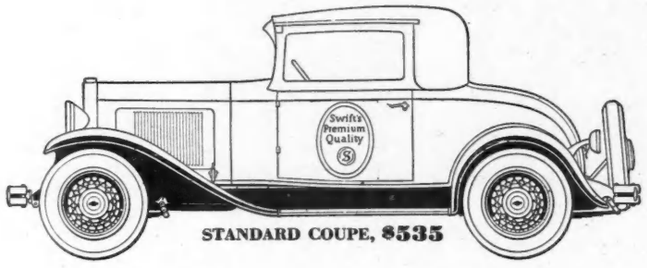
73 of America's leading business concerns have bought 27,605 Chevrolets

Prominent among the thousands of concerns using fleets of Chevrolets, are many of the recognized leaders of American industry. In fact, to *73 of these outstanding business firms alone Chevrolet dealers have sold 27,605 Chevrolet six-cylinder cars and trucks!*

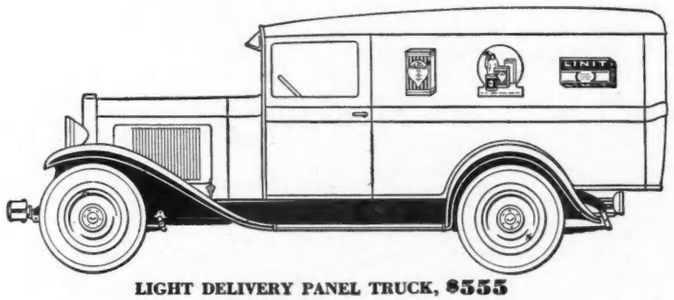
The reason for the well-defined trend to Chevrolet commercial cars lies, in cold figures, in the cost records of Chevrolet owners. These records show that no other car or truck of similar type costs less than Chevrolet to run or maintain. *Twenty miles to the gallon of gasoline* is nothing unusual for a Chevrolet Six. Drivers often remark about the low oil consumption. And many reports show speedometer readings of 50,000 miles or higher, on cars that are still giving dependable service.

Naturally, an automobile with such a splendid record in the service of American business represents an extremely desirable business opportunity for the dealer. And with the standard business coupe, the sedan delivery and three popular truck units, Chevrolet has put its dealers in an excellent position to take full advantage of the sales opportunities in the commercial car market. The light delivery panel truck, the 131-inch wheelbase and the 157-inch wheelbase truck units can now be supplied complete with Chevrolet-built bodies—an added source of profit to the dealer. In fact, Chevrolet dealers now occupy a position second to none in meeting every demand of the commercial car buyer.



STANDARD COUPE, $535

SEDAN DELIVERY, $575

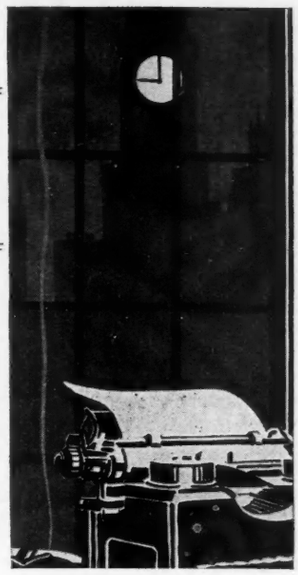


LIGHT DELIVERY PANEL TRUCK, $555

NEW CHEVROLET SIX

The Great American Value

New Low Prices—Roadster, $475; Sport Roadster (with rumble seat), $495; Phaeton, $510; Standard Coupe, $535; Coach, $545; Standard Five-Window Coupe, $545; Sport Coupe (with rumble seat), $575; Five-Passenger Coupe, $595; Convertible Cabriolet, $615; Standard Sedan, $635; Special Sedan, $650; Convertible Landau Phaeton, $650. Special equipment extra. Chevrolet truck chassis, $355 to $590. Low delivered prices and easy terms. All passenger car and truck chassis prices f. o. b. Flint, Michigan. All truck body prices f. o.b. Indianapolis, Indiana. Chevrolet Motor Company, Detroit, Michigan.



AFTER HOURS

Will Operators Force Formula? In spite of the statements of some factory men that there's nothing the matter with truck ratings, and the conviction of others that nothing can be done about it if there is anything the matter, the Society of Automotive Engineers has set itself the task of studying truck ratings and attempting to devise a standard rating formula.

In the decision of the S.A.E. lies the assurance that something will be done. And we venture the prediction that a formula will be devised by the committee vested with that responsibility in spite of any opposition from certain factory sales and engineering departments. We base this impertinent forecast on the attitude of very influential fleet operators who for years have looked down their noses at factory-set ratings. The contempt they have held for ratings has been evident in their method of making purchases. And so far as we know they have never made any effort to conceal this contempt from the factories with which they did business. Their opinions, founded as they are on practical experience, should unquestionably influence the deliberations of the S.A.E. truck rating committee. And practical experience is not the method used by most factories in determining ratings. The method is largely a compromise of fears; the sales department holds out for a liberal rating because it fears competition, and the engineering department wants a conservative rating because it fears inefficiency and breakdowns. In this predicament the engineering department generally plays the role of the traditional hen-pecked husband who said, "My wife wanted tea for luncheon and I wanted coffee, so we compromised—and had tea."

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Must We Wait For Two Years? Assuredly something will be done about such a situation. And it is one thing to predict that a formula will be devised and quite another thing to predict when it will be devised. Men versed in S.A.E. affairs tell us it may be a year and probably two years before the matter is disposed of. When it comes to formulating standards, it is a known fact that committees don't operate with breath-taking rapidity. Of course even two years is better than never but you'd have a hard time convincing us that the problem couldn't be solved in six months if the committee members were duly impressed with the importance of the truck rating matter and the need for immediate remedy. The committee may need an incentive, and probably the best incentive would be expressions from fleet operators, from dealers and from salesmen concerning the urgency of a solution. If readers have such expressions to make, and they should have, we will gladly undertake to bring them to the attention of the S.A.E.

Obviously the industry won't go to pot even if the committee spent 50 years in deliberation, but if there are no good reasons why a decision should be delayed, there are good reasons why a decision should be hurried. The truck rating session at the S.A.E. summer meeting brought some of these out and in next month's issue we shall give them in detail.

Meanwhile the industry should hold before it for admiration and guidance the fearlessly frank statement with which Mr. Pulcher, president of Federal, closed his observations on truck ratings at the S.A.E. meeting. It cast both a stigma on present rating practices and a light on the course that should be followed in the future.

"The truck rating problem," he said, "will be solved only when it is removed from prejudiced departmental influence and considered strictly from the standpoint of performance on the open highways."

●

Buckendale's Springboard The rating formula advanced at the same meeting by Mr. Buckendale, of Timken-Detroit Axle, may be viewed as the first definite effort toward consideration of the problem from the wide-open spaces standpoint. The formula he submitted is doubtless not the final answer to the maiden's prayer, but it embodies the spirit if not the flesh. If it merely serves as the springboard for the matrimonial leap, Mr. Buckendale will have cause to congratulate himself and the industry to echo the felicitation. As Mr. Buckendale's answer to the damsel's supplication now stands engineers see in it such defects as athlete's foot, halitosis and dandruff. But since the one needs only an application of absorbine jr. and the others a listerine gargle and rub, the problem is to find the medicaments and apply them beneficially. That's the committee's task, and the committee may be expected to solicit prescriptions from every engineer in the truck industry.

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We Make An Offer The truck rating formula effort is momentous. On this occasion COMMERCIAL CAR JOURNAL is happy to place at the disposal of the committee all its resources for furthering the important task.—G.T.H.

"ADS" GIVE TRUCK MEN CRACK AT EXTRA JACK

One Advertising Firm Working With Operator Associations Offers New York Group $79 Per Truck Per Year

THE idea of buying truck side space for posters is gaining impetus and as a consequence so is the truck operator's opportunity of earning extra money. National advertisers are turning to the truck as the modern out-of-door medium for carrying forth their messages, believing that it will reach infinitely more eyes than the stationary billboard. They are convinced of its advantages and are willing to pay well for it. Besides, billboards are in disfavor, many states agitating against their continued use.

First to crystallize the idea into a definite working plan was the recently formed Express Motion Poster Service, Inc. This organization placed the some 10,000 trucks of the Railway Express Agency under contract, closed with national advertisers, affixed posters to their sides and thus solidly launched into being a new form of display advertising.

And now, taking a leaf from the book of Express Motion Poster Service, Inc., another agency has entered the field. But the plan evolved by the new entrant, not limited to a single large fleet, is gigantic in proportion—it takes in the entire trucking fraternity and offers all operators interested an opportunity to come in with certain worthy reservations. The agency is Allen W. Church Co., Grand Rapids, Mich., and the plan provides for the leasing of space from operators through their local truck associations.

The association method of contacting operators was established because it was found that direct solicitation by the agency itself was impractical and because truck associations already had the contacts and the necessary clerical machinery for handling. Besides solving a difficult contact problem the association tie-up presents a

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BIG STORES HOLD BACK ON CONSOLIDATED DELIVERY

Will Continue to Buy and Operate Own Trucks While Admitting Group Idea Has Merit for Smaller Stores

Other subjects covered in this report of the annual Retail Delivery Association convention held in Washington several weeks ago include: Cooperative delivery; house-to-house delivery equipment; United Parcel Service compensation system; oil reclamation, etc.

By GEORGE T. HOOK

THE truck salesman who has lost sleep wondering whether his big department store fleet account would give up operating its own trucks and hire out its deliveries to either a consolidated or cooperative delivery organization should spare himself further worry and begin the work of snaring lost snores. This reassurance was contributed by department store executives who attended the recent national convention of the Retail Delivery Association. With nearby Washington Monument, Lincoln Memorial and White House witnessing their statements, these executives admitted that there was a place in the delivery field for consolidated and cooperative delivery concerns, but so far as they could see at present those systems offered them no outstanding advantages.

The representatives of such large department stores as R. H. Macy, New York; Kresge, Newark, N. J.; Gimbel Bros., Philadelphia; Wieboldt, Chicago; Woodward & Lothrop, Washington; and others concentrated on three reasons for their opinions: (1) That store-owned delivery trucks had an intangible advertising value which would be lost in the other forms of delivery; (2) that there was an advantage in maintaining supervision over delivery personnel in its contact with customers, and (3) that since management efficiency was the main factor enabling a consolidated delivery service to operate economically, it was possible for any large store, by practicing similar efficiency, to operate its fleet at as low or even lower a per package cost.

While these reasons appear to be such as will stand the test of time, the large stores will doubtless study carefully the results of a nation-wide survey into consolidated and cooperative delivery services to be made by the Department of Commerce, which will have the cooperation of a committee from the Retail Delivery Association. The purpose of this inquiry will be to "get the figures." In embarking upon the investigation the association approved with resounding applause the advice to the committee of Fred C. Schatz, assistant manager, Joseph Horne Co., Pittsburgh. "The committee," said Mr. Schatz, "should approach its task with an open mind and the feeling that consolidated and cooperative deliveries are not a panacea for all our ills. There is a place for both and also for individual delivery. The latter doubtless has room for betterment, but it should be approached by studying all store problems such as internal delivery, packaging, wrapping, binning and warehousing."

The most fertile field today for consolidated delivery, it was developed by opinions, are specialty shops. For instance United Parcel Service, a consolidated delivery organization operating in the New York area, handles the deliveries of 115-120 stores, 110 of which are specialty shops. Many are

STORES DISCUSS CONSOLIDATED DELIVERY

small, with only a potential of five or six packages a day. Here are some additional facts about United Parcel Service as it is operated in New York:

1. It gets 20 to 25 cents per package from specialty shops, such as those along Fifth Avenue. Even though guaranteed no more than $10 worth of deliveries per week, U. P. S. is anxious to get this business.

2. U. P. S. drivers are compensated in an unusual fashion. Compensation is a combination of a guaranteed daily wage of $5 and a bonus. And the whole system is based on a per package rate which varies with the difficulty of the route: the more difficult the route, the higher the package rate. The daily wage, however, is deducted from the total per package allowance, and the balance is considered bonus. For example, if a driver delivers 200 packages and his per package rate is three cents, his total earnings for the day are $6. Five dollars of this represents his daily wage and the $1 balance his bonus. However, if his total for one day were $4 and for the next day $6, he would get no bonus because the total sum of $10 would only equal his "guaranteed wage." Similarly if a driver fails by means of his per package rate to reach at least a daily figure of $5, the amount under this total is debited against him and is liquidated by his earnings above the $5 mark.

3. The highest per package rate paid is 6 9/10 cents.

4. The average weekly salary paid drivers is $40.

5. Approximately 200 trucks are operated daily.

6. Drivers are given a so-called car allowance. This covers only items under the driver's control, including gasoline, oil, tires and repairs due to negligence. If the driver operates his vehicle under this credit allowance, the saving is paid him as a bonus. Admittedly only expert drivers save on the car bonus, the others breaking even. Of the total package and car allowance bonuses paid out, the package bonus accounts for 90 per cent of the payments, and the car allowance of 10 per cent.

These facts, the reaction of the large department store executives and the decision to make a national survey followed the favorable report on consolidated delivery by F. Simpson, superintendent of transportation of The Broadway Dept. Store, Inc., Los Angeles. The major advantages obtained by this store in the first year's operation of the consolidated delivery system were, according to Mr. Simpson, as follows:

A saving in delivery expense of approximately 15 per cent over the previous year when deliveries were made by store-owned trucks.

Customers were provided with a twice-a-day delivery, whereas with store-owned equipment delivery was made once a day.

Rejected or returned merchandise was placed in stock for resale much quicker than formerly.

Congestion was entirely eliminated from the delivery department, thus enabling other service departments to work much more systematically during peak periods.

Complaints on non-deliveries were reduced materially.

So-called "specials" were almost entirely eliminated due to the twice-a-day delivery service.

The store received gratifying comments from its clientele on the innovation in delivery service.

● Divided on Ad Value ●

Previous to contracting with the consolidated delivery organization, the Broadway Store operated 49 trucks. In making the change executives admittedly were swayed in their decision by the fact that competent authorities throughout the country were still divided in their opinions as to whether trucks operating on the highways brought any tangible returns in advertising to their owners, and because prominent merchants also disagreed as to the value of a store's individuality in having merchandise delivered by its own trucks, some believing that a customer is more concerned in receiving purchases in a prompt, efficient, courteous manner.

Cooperative delivery was treated very casually by the convention. Mention of it was restricted to comments by K. F. Niemoeller on the system in use by Associated Retailers of St. Louis, of which he is manager. This group has a subsidiary, known as Associated Retailers Suburban Delivery Co., which handles deliveries to suburban towns 30 to 35 miles away where the expense of handling by individual stores would be prohibitive. Stock in this delivery subsidiary is held in the names of store managers and superintendents, and they, with Mr. Niemoeller, constitute the board of directors. In addition to parcel deliveries, the cooperative handles all classes of bulk merchandise. During the year 1929 the average cost of deliveries was 15 1/10 cents, and in 1930 15 15/100 cents.

Drop-frame house-to-house delivery units got a big play at the convention. The department store representatives availed themselves of every opportunity to post themselves on this development and the success others were having with it. Upon questioning, Mr. Conklin, of Abraham & Straus, Brooklyn, said that with permission of the Twin Coach Co. they had one of the new jobs put out by this firm for one month. They turned it over to the drivers and the drivers in turn sold it to their employers. They proved conclusively that they could deliver more packages per hour. On one particular route 372 pieces were handled and the driver reported one hour earlier than he used to with a conventional truck.

Mr. Bixbie, of United Parcel Service, said every large operator should conduct experiments with the house-to-house units and fit them in wherever feasible.

The drop-frame units on display as part of the educational exhibit were the chief centers of interest while the convention lasted. And it is probably a certainty that several truck manufacturer representatives returned to their headquarters determined to make house-to-house unit recommendations.

Oil reclaiming stirred up some interest, but it was apparent that most retail delivery fleets had not yet availed themselves of the benefits of this type of equipment. B. A. Stone, delivery superintendent, Woodward & Lothrop, Washington, D. C., persisted in bringing up the subject at every opportunity, but there wasn't enough interest to sustain a discussion. It was apparent that department stores represent one of the large potential fields for makers of reclaiming equipment. Representatives of New York City stores were uninterested because a city ordinance bars reclaimers within city limits. It was asserted that if manufacturers can devise a means of controlling fumes they may get some place in New York. Mr. Stone amazed those who attended a breakfast session by revealing he had saved nearly $3,000 in one year with a reclaimer costing $600.

J. E. Carroll, delivery superintendent, R. H. Macy & Co., New York, wondered whether a consolidated reclaiming operation had advantages. Mr. Ackerman, of the Kresge Department Store, Newark, N. J., answered that a man by the name of Sobol in North Bergen, N. J., had such an operation and charged 30 cents a gallon for reclaimed oil, this charge including pick-up and delivery in his own drums and a guarantee that the oil returned was the same as taken away.

For the Boys in the Back Room and the Men Who Work in Glass Cages

MAINTENANCE CHATTER

FORD

TRUCKS equipped with sixteen leaf rear springs may be changed to lower the frame 1½-in. at center line of rear axle by use of longer spring shackles which measure 4¼-in. from center to center of holes, compared with 3½-in. in the standard spring shackle.

When the new shackles are installed, rear springs are removed and reversed in position so that the longer half of the spring is toward the front of the truck. In this position, lubricator fittings at each end of the spring point toward the front.

■ Rear spring clamps on AA-5560-B and AA-5560-C rear springs have been moved ¾-in. toward the center of the spring, to provide more clearance between the brake housing plate and rear spring clamps. Change is made by moving the clamp from No. 8 leaf to No. 9 leaf. When either No. 8 or No. 9 spring leaf is to be replaced with a new leaf it will be necessary to supply both No. 8 and 9 leaves.

■ A reinforcing seam around the outside of the hub bolt holes has been added to the truck disk wheel. The adapter plate, Part No. AA-1123 R, is not designed for use on the new wheel and the adapter need not be installed when the new style wheels are used to replace the wheels and scalloped hub.

■ Two new frames, a long and a short, are in production on 131½-in. wheelbase trucks. The new long frame is 10 in. longer than the old frame, the length being 181 5/16 in. and 171 5/16 in. respectively. The short frame, intended for dump trucks and service car, is 169 13/16 in., which is 11½ in. shorter than the long frame.

The former design, 131½-in. wheelbase frame, will not be supplied after present stocks are exhausted.

Side members of the short frame may be used in place of the former standard frame as the slight difference in length does not affect their interchangeability. In using the side rails, it is necessary to bend the No. 5 cross member. The new design, No. 5 cross-member, which is used on both long and the short frame, can be used on the old frame side members by bending the flange upward in order to form a taper on the old style side members.

The old rear lamp winding assembly has been replaced by another which is 10 in. longer. The new assembly can be used with any of the frame assemblies, and the excess wire is folded back and clipped to the frame when used on the shorter frame.

■ Rear wheel bearings and truck rear axles have been redesigned. Two combination spiral and solid type roller bearings are now used in place of the longer spiral roller bearing. The new bearings have six spiral rolls and 12 solid rolls spaced in sets of two.

The rear hub and drum assembly have a different heat treatment on the hub sleeve and undercut has been moved from the center of the taper, placing the keyway in line with the lubricator sitting boss.

The new hub and brake drum assemblies and the new type wheel bearings are to be used in service work on dual wheel trucks. The regular spiral bearings may be used on single-wheeled trucks.

FWD

BROWN-LIPE clutches used in Models M-5 and M-7 FWD trucks should be adjusted so that there is ½-in. travel in the presser sleeve before it engages with the clutch brake. Turning pressure plate to the right tightens the clutch.

Time required to adjust clutch is 30 minutes and the tools required are a ⅜-in. socket wrench, screw driver and a pinch bar.

CHEVROLET

A NEW low-speed carburetor jet is offered for use on vehicles in house-to-house delivery and similar services calling for extra fuel economy at low vehicle speeds. The jet carries part number 363434.

■ The rear universal joint on the 157-in. wheelbase truck is equipped with a high pressure fitting, placed on the side of the joint. The factory calls attention to the need of lubricating this joint at intervals of 500 miles with heavy oil of the consistency of 600W.

SHOP HELPS FROM

THE fleet of the Railway Agency performs services which are as difficult as they are interesting. Parcels must be delivered to "crack" trains which tarry for no man, valuable merchandise must be loaded into airplanes while pilots "rev" engines for takeoffs, importations must be rushed from shipside to train. Other deliveries are made less hurriedly but none the less according to strict schedule.

Although the total number of trucks owned by the company gives its fleet a place among the five largest in the United States, the trucks are operated in units ranging all the way from a single vehicle to several hundred. The problems of maintenance are, for this reason, akin to those encountered by other fleets large and small.

The six shop helps illustrated on these pages are used in the New York City repair station of the New York division of the company. They are not confined to ordinary shop kinks but include a means of saving time in replenishing oil in crankcases and a rear bumper design as well.

2

Fig. 2. Brake Shoe Jig

Checks trueness of relined shoes and of brake shoes without linings.

This jig is used for routine test of brake shoes before and after lining. This operation detects twists and bends in shoes and saves this checking after shoes have been installed on the vehicle. Shoes in bad condition will not fit in the jig and slight errors are shown very plainly.

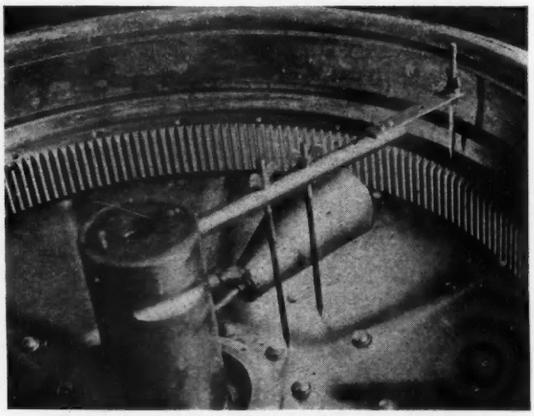
A standard brake drum is mounted upon a stand about table height. The round anchor pin is welded in place and a block of steel represents the brake cam. One half of the inner circumference of the drum is covered by a shaped piece of steel as thick as the lining used on the shoes. Relined shoes are checked against the drum surface, unlined shoes against the steel plate on the opposite side.

Fig. 1. Wheel Checker

Releases one of mechanic's hands and checks wheel accurately.

A mechanic using this device is not bothered with an inspection lamp. He simply swings the pointer arm about and the light follows like a stage spotlight. Although the test shown is that of a Walker electric truck wheel with internal gear drive the idea can be incorporated in any similar inspection mechanism.

The revolving shaft is a part of the truck axle drive assembly and it is mounted upon



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A BIG FL

Six Time and Labor-Saving Shop Tricks from the New York Service Station of the Railway Express Agency, Which Operates One of the Largest Fleets in the U.S.

By JAMES W. COTTRELL

a standard ball bearing, as in the truck. The pointer arm fits in a hole in the shaft and it is equipped with a removable extension. The three pointers are long threaded bolts with pointed ends adjusted for height by thumb nuts. The lamp is fastened in place by a piece of tubing fitting into a hole in the shaft. Current is supplied through the hollow shaft to a socket just above the lamp from an "inlet" socket on the bottom.

Fig. 3. Drum Turning Fixture

Turns General Vehicle electric truck controller drums in 30 minutes compared with 4 hr. for a less satisfactory job of hand filing.

After new segments are put on the controller it is necessary to cut them to a uniform diameter with a smooth surface. The job is now done in a lathe by mounting the drum on this special fixture.

The fixture is made of a 1¼ in. mandrel and two old White wheel pullers, one of which is pinned in place and the other is adjusted to two lengths of drums. The outside diameter of the wheel pullers was turned to fit the inside diameter of the controller drum, attached to the fixture with a standard set screw placed in a tapped hole in the outer diameter of the mounting hubs.

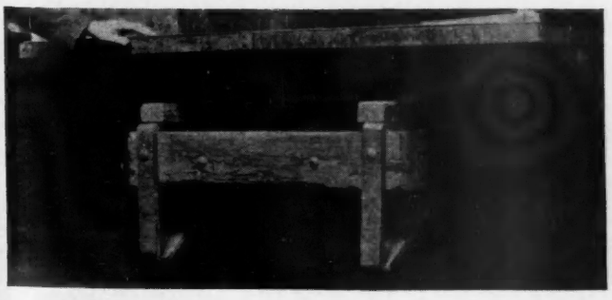
3

Fig. 4. Rear Bumper

Prevents injury to tail lamp, body stringers and rear of body and loading platforms as well as avoiding hanging end of body on platform during loading.

This type of rear bumper provides a definite stop when the truck is backing up to loading platform. It gives the driver notice that he has backed far enough, without waiting for tinkle of rear lamp glass or snapping of wood to warn him to stop.

The bar is a 4 x 5 block of wood supported by two brackets made of 2½ x ¾ in. steel straps which extend below the block. A ⅝ in. rivet is fastened through block, strap and frame for added security.



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BIG HELPS FROM A BIG FLEET

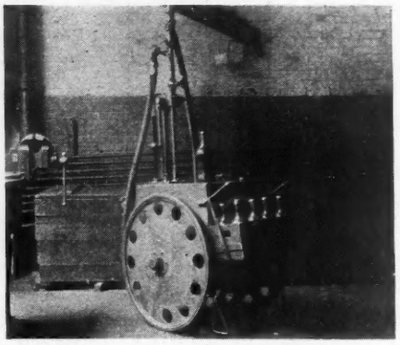

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Fig. 5. Oil Dispenser

Time lost by strolling from truck to oil pump and back is avoided by carrying eight service station oil bottles on the gasoline buggy.

Eight 1-qt. glass bottles are carried in a box attached by two hooks to the arms of the gasoline tank and pump. By having the oil handy the floor man can add oil at the same time he fills the gasoline tank without running back and forth with measures or making another trip with an oil tank. A pad is carried on top of the tank on which gasoline and oil put into each truck is recorded.

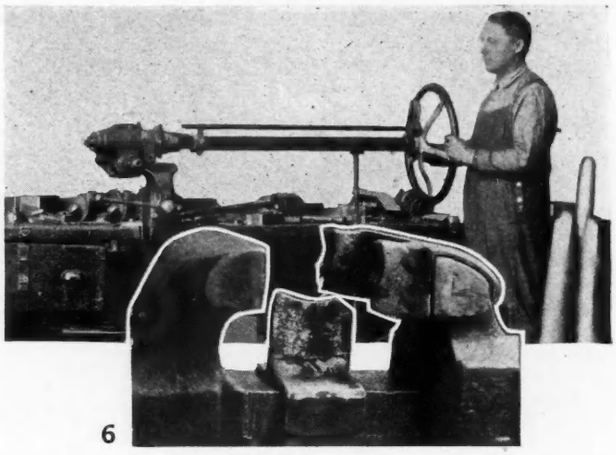

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Fig. 6. Steering Gear Supports

Clamps hold housing in a vise while an adjustable stand supports wheel end.

If a vise is tightened sufficiently to hold a steering gear securely the tubing is likely to be bent. Two special clamps and the end support hold the steering gear during repair.

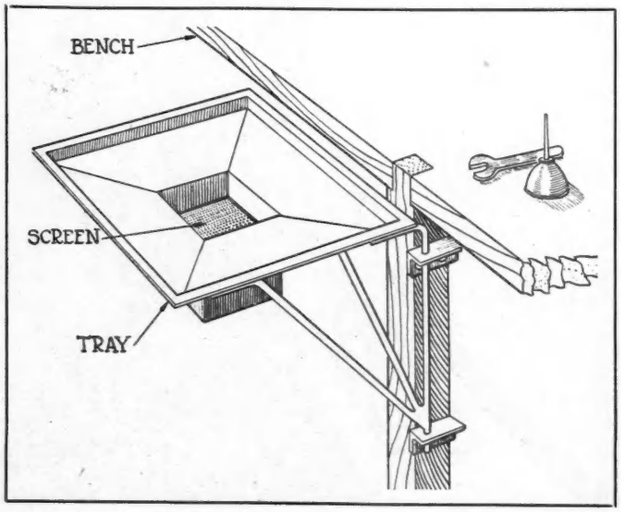
One of the clamps, below the vise jaws, keeps the tubing at jaw height, the other presents two rounded surfaces to better grip the tubing. The adjustable support is made of a heavy block of steel, a piece of 1¼-in. tubing with ⅝ in. hole and a piece of rod held in place by set screws. An old bronze main bearing shell is used on the upper end of the rod to fit around the under side of the steering gear tubing.

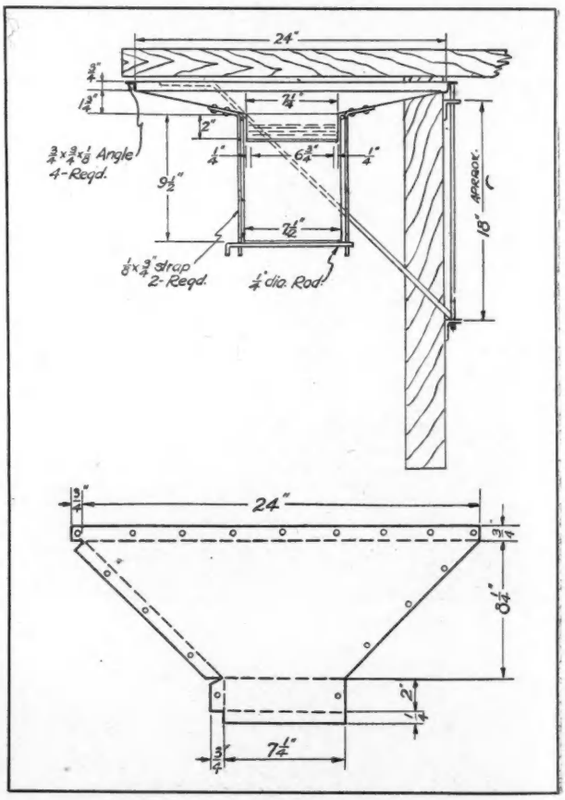
PARTS WASH RACK

Saves about 15 gal. of gasoline per month and saves labor.

This wash rack for small parts swings out of the way under the work bench when not in use. The sloping section is 24 in. square with an opening 7¼ in. square in the center. A removable tank which contains gasoline or kerosene is held in position under the tray by two vertical iron straps, bent and riveted to the under side of the tray at their upper ends. A ¼-in. rod passes below the tank through the straps.

The surface of the tray provides a drainboard for parts which have been washed as well as for unwashed parts. A screen of close mesh, heavy wire, placed about ½ in. below level of liquid prevents parts from falling into the liquid. Like the tank the screen is removed for cleaning. This





screen is supported by the bottom edge of a lip 2 in. deep, which extends down into the tank from the center of the tray. This shelf is made narrow, about ¼ in., to reduce the space in which dirt can catch. Material used for the rack will cost approximately $5.00. Submitted by L. D. Richards, Denver, Colo.

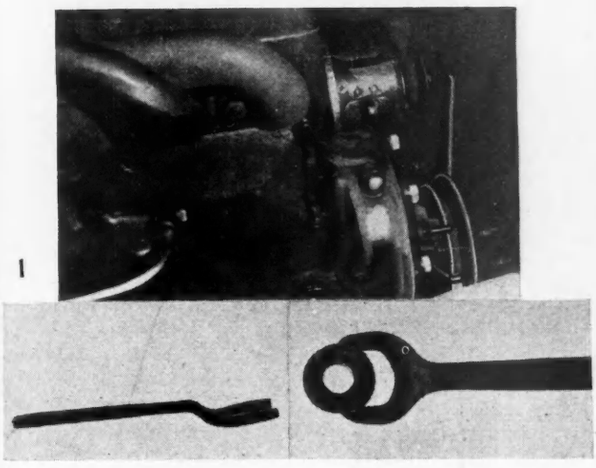
EFFICIENCY IDEAS FROM EQUITABLE AUTO CO.

WAYS and means of saving time and money are not confined to the machine shop or repair floor in the fleet service station of the Equitable Auto Co., Pittsburgh, Pa. The body shop uses split rivets instead of stove bolts for holding body bin partition and does a better job in less time; the stockroom puts the alcohol drum under slight air pressure to speed up delivery and reduce loss of anti-freeze and the general repair floor slips Ford camshaft gears in place in 30 minutes, without removing radiators.

The Equitable Auto Co. is not an independent fleet repair shop but is a subsidiary corporation which provides passenger cars and trucks and other motor equipment for the gas, electric light and power and street railway companies of Pittsburgh and maintenance for buses of the Pittsburgh Coach Co.

The devices described and illustrated on this page are by no means all of those developed by and used in this interesting shop. They were chosen from various departments of the establishment to show that opportunities for the exercise of ingenuity may be found in a modern shop anywhere between the front door and back lot.

Fig. 1. Installing Ford A Camshaft Gears

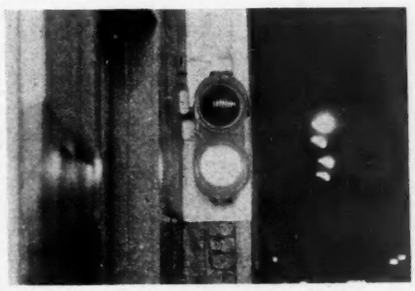


1

Gears are renewed without removing radiator in 20 to 30 minutes against 2 hours formerly.

Two wrenches overcome the difficulty of removing the camshaft gear while the radiator is in place. One of the bolts holding the cover is almost hidden behind the fan drive pulley. It can be taken out by using a short extension on a 9/16 socket with tapered end. The second obstacle is the nut which holds the gear. Chiseling it out takes time and spoils the nut. This wrench which was forged in the shop has an offset in the handle and opening 1¾ in. wide.

Fig. 2. Stop-Go Signal on Door

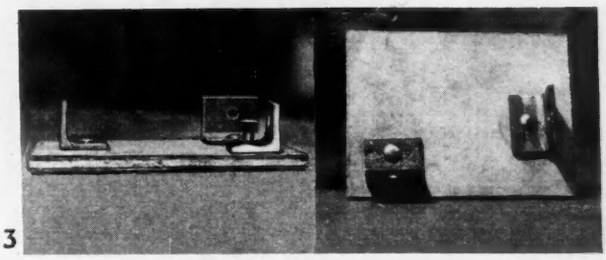


2

Avoids damage to roller curtain type door and to truck equipment caused by drivers starting vehicles before the door is all the way to the top.

Drivers frequently miscalculate the height of special equipment on trucks such as inspection towers and line bodies, and start through the door before the motor has wound it to the top. This traffic signal shows STOP by a red light until the door opens a switch. This signal has saved many dollars in repairs to the door and to truck equipment.

Fig. 3. Split Rivets Replace Bolts

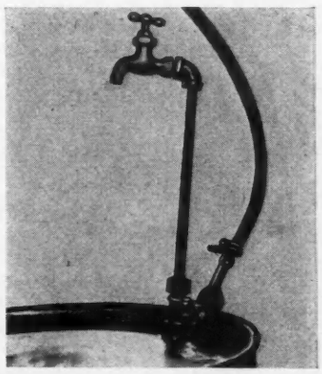


3

Save time in fastening Met-L-Wood partitions in truck bodies and hold more securely than stove bolts and washers.

Experience with bodies in which partitions in bins were fastened with rivets indicates that this method of assembly is satisfactory in service. There can be no doubt that placing a split rivet with a single hammer blow takes less time than drilling a hole and putting in a stove bolt and washer.

Fig. 4. Alcohol Dispenser



Spigot on simple drum fitting reduces waiting time of trucks and saves about 200 gal. of alcohol per year.

4

When a sudden cold snap lines a large part of the fleet before the stockroom for alcohol the stock clerk needs help; dispensing 2 or 3 bbl. of alcohol in a day is no picnic. This dispensing unit, made of pipe and fittings, has an opening with a tire valve by means of which air pressure is put on the alcohol in the drum. The alcohol is drawn off in measures from the spigot like so much water. This does away with the splashing which takes place when drums are tipped over for emptying if placed on their sides.

WHAT! NO "WE CHANGE EVERY . . . "

By MARTIN J. KOITZSCH

Pick Your Side

Length of time between oil change is a question on which there is a great divergence of opinion. So Commercial Car Journal for the convenience of its readers has brought together several well-known automotive men in an imaginary meeting to discuss the various sides of this subject.

HOW often should we change oil?

Pose this question before a bunch of truck men restlessly awaiting the gong for chow at one of their monthly meetings and apathy linked with appetite are certain to kick their traces. In fact it might be a good idea for the chairman on "eats" to postpone dinner and schedule a breakfast. But to assure real action, complete the query with "shall it be every 200, 500, 1000, 3000 miles or never?" and you will start a good old-fashioned argument that will stir them more than the word "can" ever moved a group of anti-salooners. Yes, there is diversity of opinion—plenty of it. Everyone seems to have his own pet idea as to time of oil change and to substantiate his view advances reasons, investigations, tests, questionnaires and what-not more numerous than stars spangled in a Venetian sky.

On various occasions well-known automotive men have expressed themselves very definitely on the subject of oil-change. These men, scattered over the country, are brought together by COMMERCIAL CAR JOURNAL in this article in an imaginary meeting to discuss the subject for the convenience of the reader. (Let it be understood, however, that while the meeting is fictitious there is absolutely nothing imaginary about the statements attributed to the members comprising it.)

The meeting opens revealing an animated group of automotive men deeply engrossed in a round-robin discussion. A. C. Aston of the Chesapeake and Potomac Telephone Co. has taken the floor. After waiting a moment for silence, he made the following precise statement, in slow, measured tones:

"Our experience leads us to believe that much can be gained by not changing oil."

Well, Mr. Aston could not have dropped a bomb with greater effect. His listeners were completely swept off their feet. The announcement certainly came as a jolt, for all accepted the theory of oil-change at some time

OIL CHANGE? "NEVER," SAYS ASTON "YOU SHOULD," DECLARES LARSON

or other with the same assurance as the devout accept the ten commandments.

"We have operated several of our vehicles in excess of 30,000 miles with no oil change and no noticeable sign of excessive engine wear was evident.

"We know the condition of the oil in these vehicles at all times. Tests were made before and after the addition of new oil required to maintain proper level. We found that the new oil brought the remaining oil up to practically the same characteristics as the original oil. Other tests have shown that in some cases the oil after use had a higher viscosity than the new oil, due to burning off the lighter elements.

"Moreover," Mr. Aston warmly followed through, "we feel that other savings aside from the direct saving due to smaller oil consumption are effected which amount to many times the value of the oil. These savings arise from the characteristics of used oil which provide more effective and satisfactory lubricating-film during cold weather, particularly during the warming-up period. These characteristics permit, during cold weather, of a more rapid circulation of oil to bearing surfaces. There is also much less torque required to start the engine, resulting in less current drainage from the battery and less strain on the starting motor.

"As for dilution or pollution we are satisfied that neither are harmful. After running a vehicle 39,101 miles we compared its engine with specifications of a new engine and found very little wear.

"In our study of dilution we took a group of five vehicles and from each drew a small sample of oil from the circulating line. Upon test we found that in no case had dilution exceeded 10 per cent and that this quantity was reached long before the ordinary period for the oil to be changed, showing us that we operated most of the time on diluted oil. Another dilution test made from oils obtained from two vehicles, each having run 25,000 miles, one receiving no oil change and the other every 500 miles showed that flash, fire and viscosity in both vehicles were virtually the same and the same applied to dilution, sludge, carbon and acidity. Sludge present being 1 and 2 per cent respectively; carbon 2 per cent in both tests, and acidity 5 per cent in both cases.

"We are satisfied that in the absence of an oil that provides the desirable qualities of low pour-test for quick circulation at low temperatures and a low temperature coefficient of viscosity for ease in cranking, normal dilution of used oil during cold weather produces the required satisfactory oil condition.

"And what about sediment, you ask? Our tests show that the amount of sediment present in oil is in proportion to the speedometer reading of the vehicle from which it was taken. An analysis of all our dried sediment samples revealed 66.7 per cent carbon, 32 per cent iron oxide, a trace of silica and a trace of calcium oxide. It is our opinion that the black material in the oil that circulates through the engine is not harmful because it is nothing more than smoke which finds its way down past the pistons and condenses in the oil.

"Finally, gentlemen, based on our experience, the results of individuals and the latest recommendations of certain automobile manufacturers who have raised the oil change period from 500 to 2500, etc., we believe that the practice of not changing oil to be an economical one."

Thus a new thought on lubrication was launched on an unsuspecting group of automotive men. When Mr. Aston took his seat the clamor was loud and long. "How do you account for this—? What basis have you for assuming that—? How do you reconcile the fact that—? and so on ad infinitum, were among the many questions stridently flung back and forth across the platform. That Mr. Aston started something was very apparent.

WHAT! NO OIL CHANGE?

At last C. M. Larson, supervising engineer, Sinclair Refining Co., managed to hold the floor with a flat refutation.

• Larson Differs With Aston •

"Gentlemen, I differ with Mr. Aston and wish to state most emphatically that the practice of changing oil at regular intervals should be closely followed at all times. Heavy loads, high crankcase temperatures, and at certain seasons cold jacket water temperatures, not to mention ring and cylinder wear, have a direct bearing on the stability of the oil and its resistance to sludging and carbonization. These characteristics of the oil predetermine draining periods.

"Sludge and carbon, the product of oxidization of oil at high temperatures, are the cause of many oil system troubles and bearing failures. Permit me to cite an example. Recently several trucks of a large fleet threw out their bearings. Upon investigation we found that the oil strainer screens were plugged with sludge and carbon to such an extent that the pumps were completely starved. In this particular case the crankcases were drained every 2000 miles but never flushed.

"And what about oil film strength? To determine how this strength is affected by sludging we conducted a series of three runs of 100 miles each —one averaging 30 m.p.h., the second, 30 m.p.h. and the third, 50 m.p.h. Film test strengths of samples taken at the beginning and end of each run revealed that new oil froze at 5560 lb. per sq. in., while oil after 100 at 30 m.p.h. froze at 5459; at 40 m.p.h. at 4676 and at 50 at 4128. With four per cent sludge and carbon added to a new oil, the film strength was reduced 50 per cent and we therefore must assume that a 4 per cent content as reported by Mr. Aston weakens the load carrying capacity of an oil and leads to pump circulation failures, which are bound to be harmful.

"The iron oxide mentioned by Mr. Aston is caused by nothing more than wear and corrosion. It acts as an abrasive and causes ball and roller bearings to skid, sooner or later developing flat spots. Another point, when acidity of an oil is higher than one-half of one per cent, excessive corrosion develops. Such a high acidity oil coming in contact with water emulsifies and coagulates, breaking the oil film, resulting in an inferior lubricant. Viscosity loss, whether due to high temperature or because of dilution, results in lower film strength.

"Surely, gentlemen, the view of automotive lubrication engineers and the experiences of oil filter manufacturers, substantiated by the tests outlined serve to refute the statements of Mr. Aston."

Mr. Larson's observations generally seemed to voice the objections of those directly opposed to Mr. Aston's novel plan, but opinions still failed to present a solid front. It appeared that while the majority still advocated oil change they differed greatly as to the period. There were a few, however, who could not resist the comment that the proof of the pudding is the eating and that oil tests notwithstanding one of Mr. Aston's vehicles ran 39,101 miles without oil change without showing appreciable wear.

Staunch supporters of oil reclamation decided that if they were to have an inning in this oily game now was the time to inject their money-saving experiences into the discussion. Fortified with four-digit figures of actual savings they added another interesting chapter to the yarn on oil. One operator confidently remarked that because of his reclaiming equipment oil-change constituted no problem for him, saying, "We solved the problem by simply changing more frequently, thereby eliminating the possibility of mechanical troubles resulting from dilution and contamination and at the same time avoiding waste by cleaning the oil. I believe that the use of reclaimers with the practice of frequent draining is not only cheaper than other oil-change plans but also reduces engine wear." Speaking of the advantage of reclaiming oil B. A. Stone, delivery superintendent, Woodward & Lothrop, department store, Washington, said among other things: "We saved nearly $3,000 in one year with a $600 reclaimer on oil costing us 45 cents a gallon." Another gentleman, whose name escaped the stenotyper, announced that his company after testing oil at various intervals decided to change oil every 4000 miles instead of at shorter intervals and saved enough oil to make it pay to drop the oil pan and give it a thorough cleaning whenever the oil is changed.

A well-known operator, who desired to remain anonymous, made the interesting observation that the Washington climate in which Mr. Aston's fleet operates is more equable than that of Boston, which fact alone might make the adoption of Aston's plan in New England impracticable. He finished with the sagacious conclusion:

"I do not believe that we can justly condemn Mr. Aston's or any operator's plan. Circumstances alter cases—climate, operating conditions, make of

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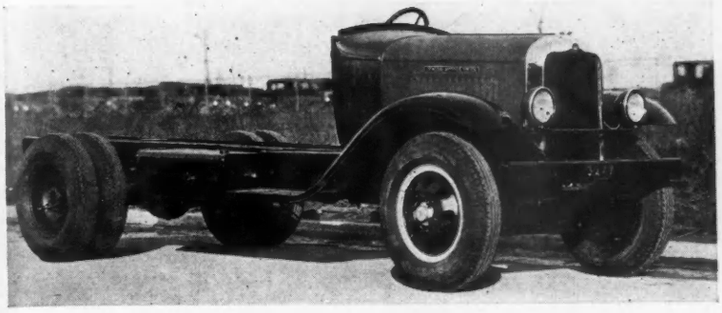
NEW MODELS ON PARADE



One of G.M.T.'s new heavy-duty models

G.M.T. Rounds Line With Two Heavy-Duty Units

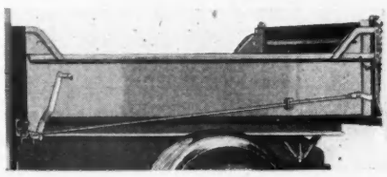
□◆ Two new heavy-duty models in the 4 to 5½-ton range, alike except in rear axle design, have been added to the General Motors Truck line to provide a more complete graduation of capacities. They each have a straight rating capacity of 19,000 lb. and are available in four wheelbases—155, 167, 184 and 200 in. Major units and specifications of these two new models are similar to those of the heavier Model T-60 except rear axles, the latter carrying a Timken worm-drive.

While both rear axles of the two new models are full-floating type, that in the Model T-51, listed at $2,565, is an Eaton spiral bevel gear, and in Model T-55, priced at $2,690, it is an Eaton double-reduction type. The former has a final reduction of 6.57:1 and the latter, 8.05:1.

Both models are powered by the GMT 3¾ x 5-in. six-cylinder engine, developing 94 hp. at 2500 r.p.m., mounted in unit with a four-speed Muncie transmission. Frames are 9 in. deep, pressed from steel 9/32 in. thick. Flanges are 3½ in. wide. There are five or six cross members, depending on wheelbase. Rear springs are 50 in. long with 11 leaves and have auxiliaries 35 in. long with seven leaves. Front springs are 40 in. long with 12 leaves. Both models are furnished with either 20 or 24-in. wheels.

B.-L. Puts Out New 2-Ton, 4-Speed Box

□◆ A new four-speed transmission, known as Model 224, and designed for use in the 1½ to 2½-ton truck field, depending on the method of rating, is the latest addition to the transmission line of the Brown-Lipe Gear Division of the Spicer Manufacturing Corp., Toledo, Ohio. Easy shift to third and fourth speeds is the feature. Shift from second into third, third into fourth, and fourth into third, is accomplished by special sliding, interrupted tooth clutches. Ratios are as follows: First speed, 6.2:1; second, 3.72:1; third, 1.74:1; fourth, direct and reverse, 7.28:1. Anti-friction bearings are employed on main and countershafts. The transmission case has openings on both sides.



Hercules new hydraulic dump

Hercules Presents Five New Hydraulic Dumps

□◆ Five models for 1 to 3-ton truck chassis comprise the hydraulic heavy-duty group of dump bodies offered by Hercules Products, Inc., Evansville, Ind. While all are rated from 1½ to 2½ cu. yd. capacity they

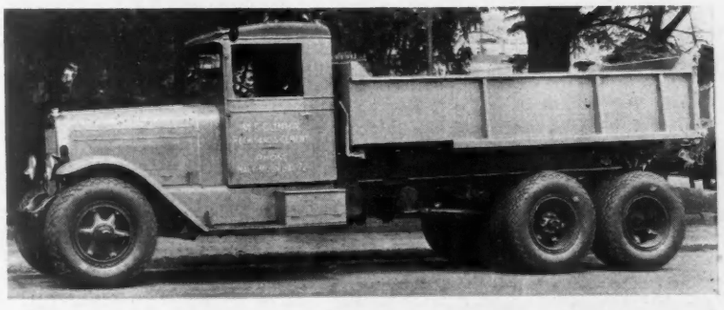
G.M.T. + BROWN-LIPE
HERCULES + KLEIBER

come in different styles, namely, straight side, removable side, coke and coal, and garbage. They are fitted with 5-in. horizontal cylinders rigidly mounted in the sub-frame. A safety pin in the universal joint and a check in the oil system assure safety. The dumping angle 55 deg. is reached in 5 to 7 seconds. Three-point suspension, improved by flexible arrangement of rollers, shaft and levers is claimed to permit smooth dumping regardless of unevenness of ground. The sub-frame, only 12 in. overall to give low-loading height, which is inclosed at the sides, is of pressed steel, full length, and carries complete hoisting unit and body suspension brackets. The body is kept square and rigid by patented adjustable tie rods. Tail-gates 22 in. high are double-acting.

Two-Wheel-Drive Kleiber Has 4 or 6-Wheel Option

□◆ Kleiber Motor Co., San Francisco, Calif., has announced a heavy-duty, two-wheel-drive, six-wheel truck powered by an eight-cylinder engine. This new unit, rated at 30,000 lb. vehicle gross weight, designated as Model 225 and listing at $5,500, is fitted with a Utility extra axle, ten 9.75/22-in. heavy-duty balloon tires and brakes on all six wheels. The same model is available without the extra axle, in which case it is rated at 22,500 lb. gross.

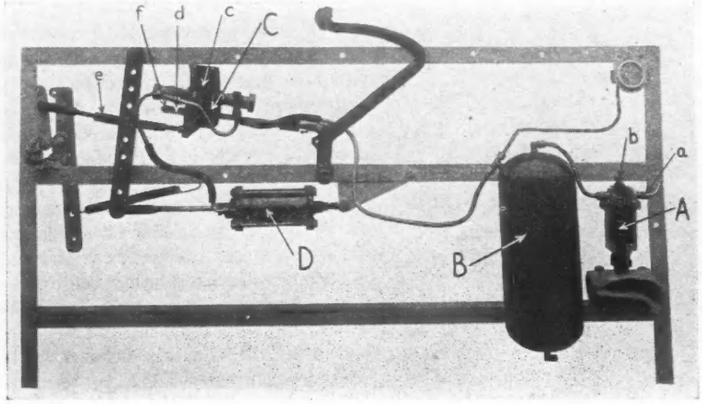
The engine is a Lycoming Model AEC eight of 3¾-in. bore and 4¾-in. stroke, displacing 420 cu. in. and developing 135 hp. at 3000 r.p.m., mounted in unit with a four-speed Brown-Lipe transmission. An amidship-mounted three-speed auxiliary provides 12 forward speeds. Final drive is through an Eaton double-reduction rear axle. The braking system comprises hydraulics, actuated by a booster, for service and a two-shoe Tru-Stop disk for parking. The frame, 8⅛ in. deep, is furnished by Parish.



Kleiber 225, rated at 30,000 lb. gross

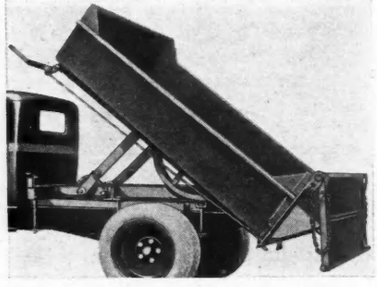
MARMON-HERRINGTON
RAWSON + PERFECTION

The Rawson brake provides for braking through standard system in case of pressure leaks



Engine Cylinder Powers Rawson Air Brake

□◆ A brake that can be assembled into mechanical or hydraulic brake hook-ups without affecting normal functioning of the standard systems in case of failure of gas supply is being marketed by the Rawson Air Brake Co., 20509 John R. Street, Detroit. Braking effort of the unit is dependent on amount of pedal depression and independent of foot pressure or gas pressure in tank.



Perfection 1½-Ton Dump

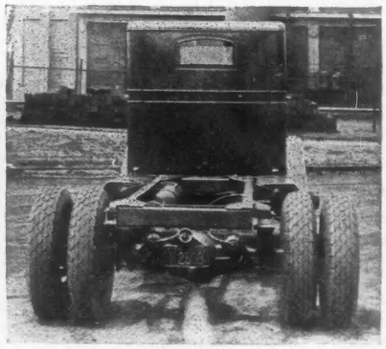
The accompanying illustration shows layout and hook-up. Gas pressure is obtained from one of the combustion chambers of the engine. Each time the cylinder is fired, a charge of gas passes through a water-cooled accumulator valve (A) into storage tank (B). This heavy steel tank connects to a control valve (C) and a dash-mounted pressure gage. The control valve mechanism is hooked up to the standard brake pedal by disconnecting the pedal pull-rod and passing it through the control valve housing. Tension of the spring (f) in back of the adjusting nut (b) of this rod may be varied to suit different installations.

The control consists of two opposed units, the one at the rear being the exhaust valve for the system, and the one toward the pedal the inlet valve. Both are operated by plungers from a single flat actuating member (c) in center and working with pull rod.

As the brake pedal is depressed, the actuating member (c) closes the exhaust valve and opens the inlet valve, permitting gas to enter cylinder (D) which contains a leather piston attached to a rod connected either directly to a bell crank lever in the existing hook-up, or to another lever hooking positively into brake system.

Perfection Adds Mechanical Power Dump Body

□◆ A mechanical power hoist for 1½-ton short wheelbase trucks is the newest dumping unit added to the line of the Perfection Steel Body Co., Galion, Ohio. It is furnished with either a one-way or reversible power take-off and a large line of bodies of various purposes and capacities. Controlled from the seat the hoist stops automatically at the full dumping and riding positions. It can be stopped and started from any intermediate position and the load can be dumped while the truck is in motion. Lift to full dumping height takes five seconds.



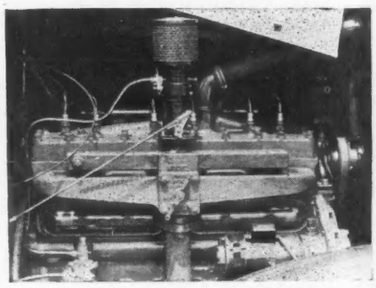
Gas tanks in M-H models are outside frame. Cab is carried on sub-frame

Marmon-Herrington Offers 4 and 6-Wheel-Drive Line

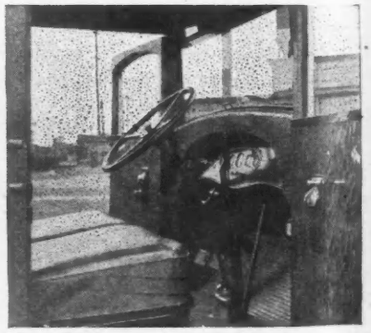
□◆ Marmon-Herrington Co., Inc., Indianapolis, Ind., has started production of a line of multiple-drive trucks to be offered both as four and six-wheel-drive units, with eight-wheel-drive vehicles in the offing. The present line comprises four pairs of models, each pair consisting of a four-wheeler with four-wheel drive and a six-wheeler with six-wheel drive. Present production is both for commercial uses and on government order, and the company is planning the establishment of national distribution through organization of a dealer body.

Both front and rear axles are of Wisconsin make and of double gear reduction type with interchangeable carriers. Front axle universals, which are of the Rzeppa high angle, constant velocity type, manufactured by Gear Grinding Co., Detroit, permit a turning angle of about 30 deg. Main transmissions are mounted in unit with engines, and front and rear propeller shafts are driven by an auxiliary transmission which provides either two or three speeds in addition to the necessary offset in the power line. This auxiliary is entirely of the gear type with large anti-friction bearings.

Models T-30 and T-31 are equipped with Fuller five-speed main transmis-



Hercules sixes used in Marmon-Herringtons are equipped with downdraft carburetors



M-H cabs have adjustable seats and special sealing against dust

sions with overdrives in fifth and with two-speed auxiliaries, while Models T-32 and T-33 embody four-speed Brown-Lipe main gearsets with three-speed auxiliaries. These combinations provide an unusual range of ratios, the overall reductions in low gear being 121, 148, 154 and 118 to 1 respectively.

Hercules six-cylinder engines are used in all four pairs of models. Horsepower ratings are 94 in T-30, 124 in T-31, 136 in T-32 and 175 in T-33. The latter engine, 5½ by 6 in., has piston displacement of 885 cu. in., which is larger than any engine now listed in our specifications tables.

To relieve strains at the front end of the frame and to provide flexibility needed for four-wheel traction the frame is made with heavily gusseted cross members at front, at the center and at the rear, but there are no cross members between the cab and rear of the frame.

Foot brakes, which are air-operated, operate on all wheels, with four brakes on the 4-wheel drive and 6 on the 6-wheel drive trucks. The hand brakes are of the disk type with two shoes on T-30 and T-31, four shoes on the T-32, and with two disks and eight shoes on the T-33. This brake is located between the main and auxiliary transmission so that it will operate through auxiliary on all wheels.

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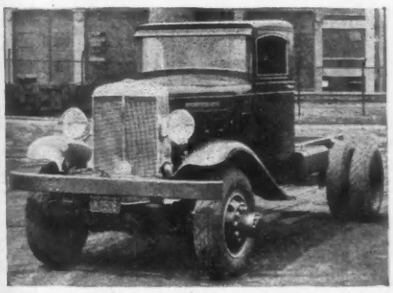
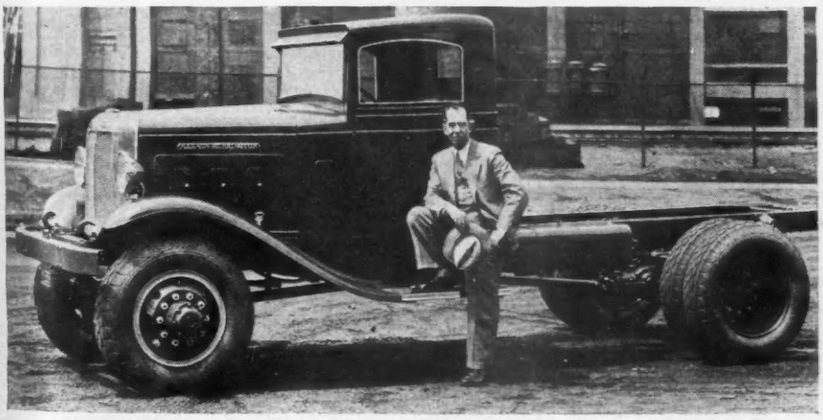


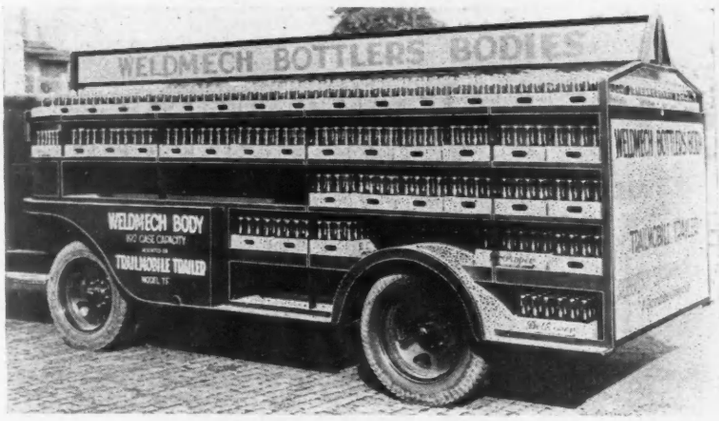
Double reduction front axle has 30-deg. turning angle



One of Marmon-Herrington's four-wheel drive jobs. Beside the truck is A. W. Herrington, vice-president

Weldmech's new drop-frame semi-trailer comes in several sizes with four and five-deck bodies

MARMON-HERRINGTON
WELDMECH + HEIL



Weldmech Drop - Frame Trailer Carries 615 Cases

□◆ Bottlers are being offered a drop-frame semi-trailer fitted with four and five-deck bodies of from 182 to 615-case capacity by the Weldmech Steel Products Co., Hattiesburg, Miss. The drop-frame type of semi-trailer was adopted because it possesses a low load center, reduces sidesway and possibility of overturning, and because it lessens load handling effort. The body is patterned after the Weldmech deck-type truck body. It is made of steel, electric-welded at all joints. Reduced weight is a feature of the design.

The front end of the body is semi-circular to permit close mounting to the cab. Frame and operating mechanism of the trailer are shrouded and concealed from view. The trailer axle is located after ascertaining how weight of payload and of body is to be distributed on the trailer. So that correct weight distribution can be achieved the Weldmech company maintains records on truck and trailer characteristics. But purchasers must furnish data on make and model of truck, weight, length, width and height and capacity of filled cases.

Heil WB Light Dump Comes in Four Styles

□◆ The Heil Co., Milwaukee, Wis., announces the addition of the WB hoist and body unit for light-duty trucks to its line. This unit, offered in four all-welded steel body styles, includes a No. 1 Heil single-cylinder hoist mounted in a channel iron supporting frame which fastens to the chassis frame with clips, and a Heil power take-off and connecting parts. Body Model WB 30, capacity 1 to 2 cu. yd., has straight sides and round corners, front and rear higher than sides and double-acting gate with offset hinges. Model WB 40, designed for hauling coal, wood, etc., also has straight sides and round corners, but sides are higher and flush with front and rear. The double-acting tailgate is equipped with a sliding coal door. Capacity is 75 cu. ft., but with top box, supplied at extra cost, for coke, the capacity is 120 cu. ft.

Heil Model WB Light Dump

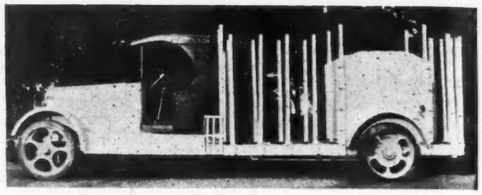
LUCE + FUHRMAN
PLYMOUTH + LO-BED

Luce Builds Stock Vocational Bodies

□◆ Luce Manufacturing Co., Lansing, Mich., is building a line of vocational bodies, known as Mastercraft, designed to meet exact vocational requirements. At the present time stock models are offered for meat delivery, laundries and dry cleaners, house-to-house milk and baked goods delivery and wholesale baked products delivery. The body illustrated, designed for baking companies, provides a loading space back of driver's compartment 96 in. long, 54 in. wide and 52 in. high at rear door. Exterior paneling is Met-L-Wood, rear doors are interlocking and floors are double construction. Construction is dust, water and fume proof. A full-length sliding door is provided between the driver's compartment and load space.

Left: Luce Mastercraft Bakery Body

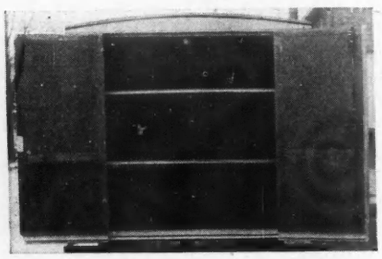
Right: Golden State Lo-Bed Truck Unit



Plymouth Keeps Dust Out of Bakery Bodies

□◆ Five standard bodies expressly designed for handling bread and other bakery products are offered by the Plymouth Body Works, Plymouth, Ind. The outstanding features of these bodies are their dust-proof construction and shelf facilities. All five bodies are 52 in. high and except for the half-ton model, which is 45 in. wide, come in 54-in. width. Lengths are 72, 84, 96, 108 and 120 in.

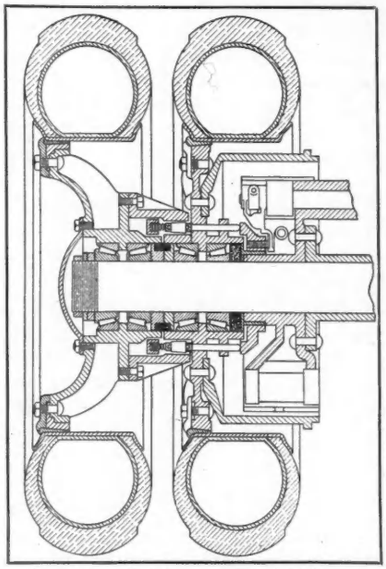
Dust-proofing is accomplished by use of a double floor, consisting of a sub-floor laid directly on cross-bars and a hardwood tongued-and-grooved floor laid on top, lapping over an offset in the side sills. Metal wheelhouses are covered by wood boxes with lap joints. Rear doors are fitted with interlocking joints of band iron and rubber tubing for dust-proofing. The bands at bottom, fitting into a groove, also prevent weave at back end of body. Sides are of Met-L-Wood panels with Presdwood linings. Shelves are carried on angles attached to sides and arranged to suit individual requirements. Partition back of driver is either stationary or sliding.



Plymouth Bodies Are Dust-Proof

Fuhrman Duals Rotate Apart But Brake Together

□◆ Independent rotation of each wheel with braking on both wheels is provided in the new dual wheel for trailers offered by the Fuhrman Trailer Co., Canton, Ohio. Fixed dual wheels when turning a corner slide one wheel, because one travels further than the other, while independent rotation of each wheel permits the wheel traveling further to travel faster, thereby preventing sliding on the ground even on turns of short radius. So that braking can be obtained on both wheels, an interlocking device that operates only when the brakes are applied is incorporated in the Fuhrman wheel. The device locks both wheels to a single brake drum. Because of the elimination of slip, this wheel is practical for use on the front wheels of heavy trucks. Tests have shown that steering with the dual wheel is as easy as with a single wheel.



Section of Fuhrman Dual Wheel

Lo-Bed Unit Drops Floor of Any Truck

□◆ Complete rear end units for converting trucks of any make and of various capacities into low-bed vehicles are being built and marketed by the Golden State Truck Co., 1010-20 Folsom St., San Francisco, Calif. Lo-Bed units, as they are termed, are complete frame assemblies with springs assembled on the frames with front and rear shackles and connected to special Lo-Bed internal gear rear axles, steel wheels, mechanical or hydraulic brakes and two-piece driveshaft equipped with three universals, SKF bearing and hanger support.

To assemble the Lo-Bed unit, the frame of the truck is cut off in back of seat line and the unit attached by riveting or bolting side plates to the truck frame.

Marmon-Herrington Truck Specifications

CONTINUED FROM PAGE 39

Models	T-30-4 T-30-6	T-31-4 T-31-6	T-32-4 T-32-6	T-33-4 T-33-6
Rated Gross Capacity				
4-wheel drive	18,250	28,950	30,200	37,200
6-wheel drive	24,750	31,900	39,700	41,200
Standard Wheelbase				
4-wheel drive	158	160	190	190
6-wheel drive	184	186	208	210
Tire size, front	9.00/20	9.75/22	10.50/24	11.25/24
rear	same, dual	same, dual	same, dual	same, dual
Engine make	Hercules 6	Hercules 6	Hercules 6	Hercules 6
Bore and stroke	4¼ x 4½	4⅝ x 5¼	4¾ x 6	5½ x 6
Displacement	382	529	638	885
Transmission make	Fuller	Fuller	Brown-Lipe	Brown-Lipe
Axles make	Wisconsin	Wisconsin	Wisconsin	Wisconsin
Final drive	double-reduc.	double-reduc.	double-reduc.	double-reduc.
Ratio	7.00	8.00	7.79	8.123
Service brakes	Air	Air	Air	Air
Size	17¼ x 4	17¼ x 5	17¼ x 5	17¼ x 5½
Hand brakes	12 in. disk	12 in. disk	16 in. disk	16 in. disk
Frame side rail	6 x 2¾ x ¼	8 x 3 x ¼	10 x 3 x 5/16	10 x 3 x 5/16

Perennial

To keep in tune with tomorrow, automobile manufacturers constantly strive to improve upon engineering details and body designs.

Changes are affected . . . new models announced; but if you'll notice, Lockheed Hydraulics are consistently used, regardless of year or model.

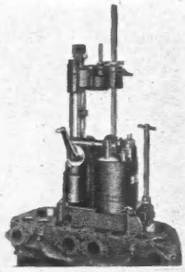
A good many builders of automobiles, trucks, and buses find in Lockheed Hydraulic Brakes a symbol of perfect performance that reacts mightily on sales.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC
Four* BRAKES *Wheel

DISPLAY BOARD OF NEW ITEMS

Illustrations are keyed to their descriptions by corresponding numerals.



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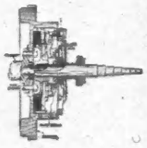

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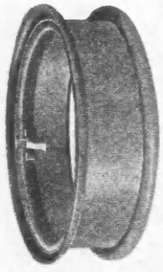

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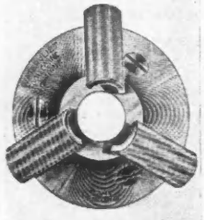


8

1. Cylinder Tool

Maker: Van Norman Machine Tool Co., Springfield, Mass. The Van Norman Per-fect-o boring bar for cylinder reconditioning has a single fly cutter tipped with tungsten carbide. It revolves at 250 r.p.m. and feeds through bore at rate of 1¾ in. per minute. Four adjustable non-revolving cross members at end of bar support the cutter and assure accuracy. A micrometer simplifies setting, an expanding anchor saves centering time and a special clamp eliminates use of bolts. Weight is 87½ lb. and price $295.

2. Clutch Ring

Maker: Thermoid Rubber Co., Trenton, N. J. Heat resisting qualities of this ring designed for high speed truck use are said to be very high and tests have shown it to be free of glazing, swelling, grabbing and slipping.

3. Slide Hammer

Maker: Herbrand Co., Fremont, Ohio. Designed for removing parts that can not be driven off or on with hammer, this tool is particularly adapted for removal of clevis pins, brake arms, shackle bolts, timing gears, etc. To operate weight is thrown against stop at end of handle.

4. Terminal Pliers

Maker: The Rajah Co., Bloomfield, N. J. This single tool strips ignition cable and crimps terminals to cable. Use of solder is eliminated. It is supplied in a metal box containing a complete assortment of cable terminals.

5. Clutch Pilot Tool

Maker: Shepard and Moore, Inc., Cleveland. Termed the Shur Shot clutch pilot tool and designed to aid in aligning clutch with clutch pilot bearing when assembling a clutch, this tool consists of a shaft and several sizes of tubes. The illustration shows the tool with the various tubes nested and with each section separate. List price $3.90; west of Rockies, $4.10.

6. Contact Synchronizer

Maker: Joseph Weidenhoff, Inc., Chicago. In addition to synchronizing breaker points with use of either high tension sparks or lamps this device also checks breaker point gaps, trueness of distributor shaft, worn bearings, breaker cams, etc. Points are synchronized without removing distributor from vehicle. Price $16.00.

7. Interchangeable Rims

Maker: Goodyear Tire and Rubber Co., Akron, Ohio. Complete new line of K rims having a 28 degree mounting bevel will interchange on same wheels with Firestone BO, DTI and R rims using the 28 degree single bevel mounting. The K-18 rims, having a single 18 degree bevel which were recently refined are interchangeable on the same rims with K rims. Goodyear will continue to furnish its change-over equipment with K-18 rims, felloe bands and accessories.

8. Glaze Breaker

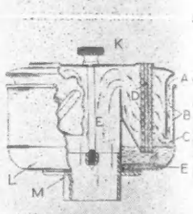
Maker: Watervliet Tool Co., Inc., Albany, N. Y. Designed to break valve seat glaze this tool replaces roughing tool, facilitates reaming and protects edge of finishing reamer. The tool is equipped with hand cut tempered files, adjustable to size. No. 80 set for valve ports from one to 2½ in. is priced at $2.25.

9

10

9. Spray Gun

Maker: Toledo Steel Products Co., Toledo, Ohio. Model J2 Jaco Gun is equipped with curved swivel barrel, which aids in reaching all parts to be sprayed. A straight barrel is optional. The gun has a permanent connection which fastens directly after line chuck has been unscrewed. Price, $9.00.



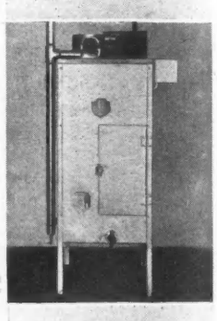
11

10. Revolution Counter

Maker: Veeder-Root, Inc., Hartford, Conn. This mechanism, which fits onto the ignition distributor head, counts the number of engine revolutions in units of 10,000. This figure may be used as a basis for maintenance schedules or to check drivers.

11. Air Filter

Maker: Air-Maze Corp., Cleveland. This new cleaner subjects dust-laden air to an oil bath. Air enters all sides through vane A. Induced spiral motion forces a large part of dust to deposit on oiled surfaces B. Additional dust is washed out when air comes in contact with oil C. The air is then filtered while passing through 12 layers of filter element D, which is kept clean and reoiled by oil splash, and passes through E. Dust is washed downward into sump F.



12

12. Midget Reclaimer

Maker: Skinner Motors, Inc., Detroit. This model which is a small edition of the larger machine, has a capacity of 8 to 8½ gal. of drainage oil daily. Only half hour's labor is required per batch from start to finish. Price, $290.

13

13. Spark Plug

Maker: Parkin, Inc., Cleveland. Long life and efficiency in low and high compression engines are claimed for this spark plug. A patented "step" design at nose gives increased radiation surface, recessed electrodes prevent burning and location of lower gasket between shoulder of insulator and shell protects insulator and at the same time saves the gasket from products of combustion. Prices, $1.00 and $1.50

14

14. Clogged Fitting Needle

Maker: Rinck-McIlwaine, Inc., New York City. This vest pocket tool opens up the hole in clogged grease fittings. It consists of a needle guided by a solid steel guide backed with a spring within a barrel. End of guide fits over fitting leading needle to hole and holding it in line. Price 75 cents.

Scaife Heads S.A.E. Ticket

Arthur J. Scaife, White Co.'s engineer, heads S.A.E.'s 1932 ticket as nominee for president. Of the eight vice-presidents nominated, B. B. Bachman, Autocar Co., was named to represent the department of truck and coach engineering and A. S. McArthur, general superintendent, Toronto Transportation Commission, to head the division of transportation and maintenance engineering.

Opposes Tax Diversion

From the recent annual meeting of the N.A.C.C. came the edict, "Keep gasoline levies for highway uses." Members registered opposition to the diversion of motor tax receipts to other than highway purposes, agreeing generally that further increases in highway taxes are undesirable at this time and that funds raised from operators should be used exclusively for highway purposes.

New Diamond T Prices

Prices of Diamond T trucks as a result of recent cuts, ranging from $150 to $700, are as follows: Model 291, 2-ton, $1,325; Model 303, 2½-ton, $1,585; Model 551, 3-ton, $2,050; Model 504, 3-ton, $2,375; Model 603, 4-ton, $2,975 and model 750, 5-ton, $4,100.

"BA" Standards Adopted

Distances from back-of-cab to center line of rear axle called the BA dimension of 39, 48, 60, 72, 84, 102, 120, 138 and 156 in. and frame width of 34 in. were adopted as standards by the S.A.E. during the annual meeting.

Walker Acquires Rees

Walker Mfg. Co. has acquired certain assets of the Rees Mfg. Corp. and will continue to make the most popular models to be merchandised under the Rees name.

Little Giant Absorbs Lee

Little Giant Products, Inc., Peoria, Ill., has absorbed Lee Trailer & Body Co., Plymouth, Ind., makers of bodies and trailers. There will be no change in personnel.

China Gets Started

Feingtien is the latest entrant in the international truck picture. It is China's first truck assembled largely of American parts in Mukden.

Mack Looking in Canada

Mack looking for Dominion output is developing plans for establishment of manufacturing plant probably in Toronto, says A. V. Harburn, Mack Trucks of Canada, Ltd.

Industries Collaborate

The future of transportation received an airing at a pow-wow of bigwigs of the motor and railroad industries late in June. A clearer understanding of common problems was the objective. While no definite conclusions were reached it was felt that good groundwork was laid.

Our Own Ear to the Ground Department

● A very prominent truck manufacturer, it is rumored, will bring out a job in the Ford and Chevrolet price class. An equally prominent engine manufacturer is supposed to be tooling up for this order. It has been impossible to get confirmation.

● We'll lay a bet that automatic starting isn't far off. A passenger car in the high-hat class is already equipped with the necessary terminals. Soon you'll just turn on the ignition switch and you'll be all set to go.

● Some truck manufacturers are of the opinion that if the new N.A.C.C. truck guarantee form means what it says, it neither means nor says much. They think it's about as binding as a dose of $MgSO_4.7H_2O$. (Don't tell us you don't know your cathartics!)

● Vegetable oils are said to be an excellent fuel for some Diesel engines. They necessitate no change in compression ratio; starting is smooth; operation is regular; thermal efficiency and fuel consumption are as good or slightly better than with petroleum oils, and there is virtually no combustion chamber fouling. Maybe it's the truck industry to which farmers ought to look for relief.

● Another truck maker is looking into the house-to-house vehicle market. So far reports have been procured from a dozen users of such equipment. The ideal answer, from the design standpoint, appears to be front-wheel, gas-electric drive.

● Tetraethyl lead—the red stuff used in making ethyl gasoline—was discovered during experiments with 33,000 different chemical compounds. Tie that for perseverance.

TURN TO PAGE 45, PLEASE

Smashing Distance Records

Long distance trucking of perishables this year has smashed all previous records, skipping beyond former marks by several notches. The latest achievement, a shipment of vegetables from Los Angeles to Seattle, nearly 1500 miles, shattered all previous Coast records. Another record was a run of 900 miles from Sacramento to Seattle with load of asparagus, accomplished in 36 hours. March witnessed the completion of a 2500-mile round trip from Michigan to Florida and return with loads of onions and grapefruit. The trip was made in a week.

Shippers Oppose Regulation

In a brief filed with the I.C.C. early in June the Interstate Motor Carriers' Association definitely opposed regulation. Neither the public nor its interest require regulation of interstate common carrier motor trucks, say the shippers. They say there is no monopoly of the highways, but that regulation would force monopoly and besides restrict development of motor highway transportation.

Dodge Joins Parade

And now Dodge Brothers has joined the house-to-house parade with a four or six-cylinder unit priced from $1,170 up. It was developed with the cooperation of DeKalb Wagon Co. and is equipped with a single control pedal for the left foot.

Federal Lengthens Wheelbases

To accommodate demands for units for hauling bulky materials Federal Motor Truck Co. has made its 1½-ton Models DE and E6 available in longer wheelbases of 168 and 163 in., respectively.

Divides Honors

White and Quebec recently divided honors when the first truck ever built in that province came off the production line at the White Co.'s Canadian factory in Montreal. It was a 2½-tonner.

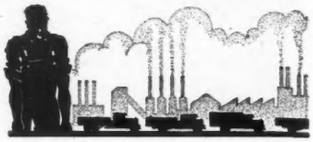
Russell Ties With Tru-Stop

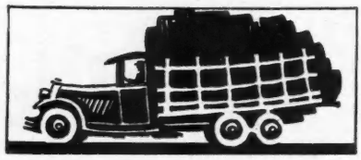
Russell Mfg. Co. will handle exclusively the replacement distribution of the Tru-Stop brake as a result of arrangements concluded with the maker, the American Cable Co.

Truck Accidents Reduced

A substantial decrease in number of accidents involving trucks during 1930 was attributed by Edward F. Loomis, secretary of the Motor Truck Committee, to the nation-wide driver-training program sponsored by the N.A.C.C.

NEWS





THE OVERLOAD

A collection of items—interesting even when not news—and garaged here because there's no other place for such morsels.

A Boom Is Born

The depression is over and business is picking up, reports a far-western correspondent. The guys who never pay their bills are buying again.

Bantam Hard on Bumpers

A New York dry-cleaner is using an Austin commercial job as a "neck-tie ambulance." He's cleaning up on the stunt, but it costs him money to keep the car in front bumpers. It has had three inside of a year. Muscular bystanders, it seems, tear them off to display their brute strength.

This Is Pub-licity

Lick your chops over this one. A new market has been found for the non-shatterable glass that most trucks are not equipped with. It is now being used for the bottoms of British beer mugs. Mugs are pewter but the law of the kingdom requires glass bottoms to assist sanitary inspections. Safety glass was resorted to in order to cut down mug mortality due to the good old English custom of slamming down the mug by way of indicating unslaked thirst. "Fill 'er hup agine, blime!"

70,000 Virgins Can't Be Wrong

It's difficult to understand why the truck industry hasn't gone Mohammedan in a great big way. The Koran, the Bible of this sect, promises a Paradise in which each faithful believer will be married to 70,000 virgins.

And Then Gas from Rubber?

Don't be too surprised if some day you roll around on tires made from petroleum. Research laboraticians trying to find new uses for oil have discovered that petroleum is a rubber substitute.

Repercussions

Walter Hanson and Tom Barry, who were publicized in this column last month, wrote in to say the new news department is the nerts and that they were sure readers would like it. Since both are former newspapermen, we value their judgment. . . . Ed Wood and Ted Preble, also mentioned, have been exchanging compliments on making the new column. Ed wrote in to say he hoped the whole truth about that seafood grotto incident would never become known. . . . We received a complaint about the "shush-shush" item, and the complainant received our apology. It really was in bad taste, as we admitted in the item itself.

Snitched from Seneca

The high mark in erudition at the recent Retail Delivery Association convention in Washington was reached when the chairman of one session quoted Seneca. It was good, so here it is for you to use in your next speech: "A good husbandman planteth seeds of which he will never see the bearing."

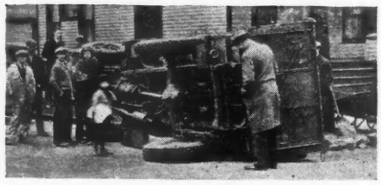
Historical Note

For posterity's sake, we record the fact that on May 19 A. F. Denham, Commercial Car Journal representative in the Detroit and environs territory, drove the first Marmon - Herrington four - wheel drive truck off the line at Indianapolis. We'll sue for slander the first guy who wisecracks that this was probably the first time a C.C.J. representative had ever driven a truck.

"Diesel" Hold Some Guys

Diesel opponents got a lusty kick in the sub-spinal region on Memorial Day when the Cummins-Diesel car wound around the Indianapolis speedway for 500 miles without a stop for repairs, gas, oil, water, tires, hot dogs, peanuts, popcorn or candy. It was the first car of any kind to complete the 500-mile classic whine without a stop. It qualified at 96.871 m.p.h. and averaged 86.170 in the race with the slow-speed engine turning over one-half to one-third the speed of others. It weighed 3389 lb. with all nuts and bolts (only a Diesel opponent would add "including driver and mechanic") in place.

One Way to Deliver Coal



"This photograph," writes William Morrison, president of the Highland Body Mfg. Co., Cincinnati, "shows a good way of delivering a load of coal, but it isn't recommended." So you can see that after such a *bon mot* there was nothing we could do but publish the picture.

Paging the Perfect Reader

A couple of days ago Philip Podren, a truckman of Mattapan, Mass., wrote us saying he was in the habit of reading every word of every issue of Commercial Car Journal. That's good news, but can you blame us if we doubt his veracity and suspect him of third-degree exaggeration? We want to believe him and we will if he writes us that he read this mention of his claim. We admit that setting up this item in 5-point type (the smallest in the shop) is straining the point as well as the eyes, but then what good is a test if it isn't acid? Just now the "I-Read-Every-Word Club" consists of three members, none of whom is in A-1 standing, and who admit that if Mr. Podren upholds his statement, he stands a good chance of being elected exalted ruler, grand potentate or maybe reader-in-chief-of-every-word.

A Clever Combination

Here's a word for your next direct mail piece: Profitunity. It's the whiskers, we think, as a substitute for the stale, unoriginal "profit opportunity." We glimmed it in a Fox movie ad in Variety.

FUNNY, BUT NOT SO CLEAN

日晚 到多什麼期刊為多雜誌作制版

收廣告費與否由發行額而定用信箱表示國時 意下

(洋) 圓(元) 錢(角) 夕收全部所購

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This is a literal Chinese translation of that story which begins with a Joosh fellow saying, "Oi iss diss Tshicago a toff tsity!"

PROSPERITY NOTES

$ The automotive industry, according to the State Department of Labor and Industry, in May paid 202,047 employees $6,355,121, while in April it paid 195,208 workers $5,777,127.

$ Lay-off rumors notwithstanding, current factory employment of the Ford Motor Co. exceeded 79,000 late in June, which compares with the previous high of the year, 84,000 in April.

$ Reo Motor Car Co. added 75 new dealers to its retail organization since April.

$ Not only has Chevrolet's May production of 113,852 cars and trucks exceeded the total for every month last year, but better still it marked the largest single month's output since July, 1929. During May Chevrolet employed more than 36,000 men, which is above the company's normal payroll.

$ The Firestone Tire & Rubber Co. reports a net profit of $2,908,553 for the six months ended April 30, 1931. This is $1,367,521 more than reported for the fiscal year ending Oct. 31, 1931.

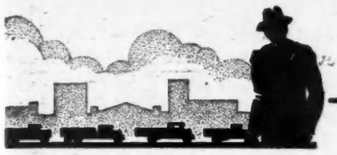
$ Retail deliveries of Reo trucks for week ending June 5 were greater than any previous week this year.

$ General Tire & Rubber Co. has declared its regular quarterly dividend of $1.50 a share on preferred stock.

$ Consistent and substantial month to month increases in retail sales since the first of the year are reported by A. vanDerZee, general sales manager of Dodge Brothers. Here are the figures: January beat December by 9.5 per cent; February exceeded January by 19.2 per cent; March, 43.3; April, 23.4, and preliminary May figures indicate continued increase.

$ C. S. Davis, president, Borg-Warner Corp., upon announcing regular quarterly dividends of $1.75 on preferred said that earnings have increased steadily each month since February, that May shipments will exceed April, that advance specifications indicate an encouraging June and that there is no sign of any marked decline in automotive business.

$ Earnings of the Waukesha Motor Co. during the second quarter were three times the dividend requirement of 75 cents.



NEWS

CAUGHT IN QUOTES

Labor Turnover Necessary

H. L. HORNING, PRESIDENT, WAUKESHA MOTOR CO.—"Some turnover in employment is necessary. It is a characteristic of human nature that, where life is easy, men stagnate and character decays. There is always a necessity to stir men to action. Zero turnover, in itself, is no virtue. It is usually a positive evil. It is the sign of decay. The first thing, necessary, usually to save a falling company from itself is to put into effect a much delayed turnover and weed out those who have been allowed to decay; they seldom have to be replaced."

A Disturbing Diesel Dream

ARTHUR BRISBANE, JOURNALIST—"You all know that the railroads looked with considerable scorn on the automobile, the truck and the omnibus. At present, they are crying for help to save them from these devices. An engineer, a very big manufacturer, one of the largest in the United States, tells me that the Diesel engine (I don't want to make sleepless nights for anybody here) may eventually give to the power companies the same competition that the automobiles are giving to the railroads."—(From address at National Electric Light Association convention.)

Other Side of the Argument

HORACE M. HILL, PRESIDENT, JANNEY, SEMPLE, HILL & CO.—"Any prohibitive tax which would restrict the use of the public highways by automobiles, trucks or buses to any considerable extent, would endanger enormous issues of state, county and city bonds much more directly and fearfully than the competition of motor vehicles presently affects the earning power of railroad securities."

The Same U. S. Only Different

C. E. GROESBECK, PRESIDENT, ELECTRIC BOND & SHARE CO.—"In common with other observers, I have wondered over the seeming paradox of doubt and depression in a land with a surplus of money, a surplus of labor and a surplus of materials. No natural catastrophe, no war, no pestilence has changed the United States of 1928 into a poorer country. Yet everywhere there is today a feeling of doubt and hesitation which shows that somewhere, somehow, brakes have been set upon the natural human urge to go forward and to progress."

Our Own Ear to the Ground Department

CONTINUED FROM PAGE 43

● Oil reclaimers are taboo in New York City. City ordinance prohibits their use on account of fumes. The reclaimer maker who can control the fumes has a big market right in Gotham.

● Diesel engines for trucks will be ready for delivery late this fall, according to C. L. Cummins, president Cummins Engine Co. As a final test he is putting one of the engines in a standard truck and will send it across the continent in a non-stop (practically) run with load, shortly.

● An unusual and valuable album of color combination for truck bodies is making the round of White Co. branches and is being treated like an ounce of radium. The album is only one of its kind and is made up of hand-colored specimens submitted by artists in a White-sponsored competition.

● The engine of a new truck will be helped if a quart of lubricating oil is mixed with every 10 gal. of gasoline in the tank. This may be old stuff to you but it was surprising at a convention of retail delivery men to see how many made a note of this observation by a fuel expert.

● Synchromesh transmissions and free wheeling are making such progress in the passenger car field that there'll be a demand for them in next year's trucks.

● A truck repair shop owner in Philadelphia plans to take movies of all repair operations having to do with unseen troubles. A movie will be his argument when next an operator approaches him with "There's something . . . lousy about my rear end. Take a look at it and give me an estimate." It will tell an interesting story of the work involved in making a diagnosis and a prognosis. It is to be assumed that this repairman has tired of making time and labor-consuming estimates on jobs that found their way into other shops.

● Statistics of United Parcel Service show that 40 per cent of labor turnover takes place in the first few weeks after a driver is hired.

● That Ford has developed an eight-cylinder V-type Diesel engine small enough for his passenger cars and powerful enough for trucks is the story of a man who up to now has chopped down no cherry trees.

CLEAN, BUT NOT SO FUNNY

Cyrus H. K. Curtis, publisher, recently asked the booksellers' association that he be permitted to be of service to them although it was 45 years since he had been a bookseller himself. "My position," he said, "is like that of the Negro preacher who called on the Lord. 'Use me, use me, Lawd,' the preacher pleaded, 'even if it is only in an advisory capacity.'"

PERSONNEL CHANGES

✪Joseph Husson, president of the former Eleto Co., New York, has been made assistant to W. R. Hall, director of the Bureau of Motor Vehicle Transportation of the Borden Co., N.Y.

✪William E. Conway, a truck executive of large field and home office experience, has hitched his wagon to the Pierce-Arrow Division of the S.P.A. Truck Corp., as special field representative, according to T. L. Preble, sales manager. Mr. Conway was formerly sales manager of Atterbury and vice-president of Garford.

✪W. W. Cromely and Harry E. Blasingham, well-known engine experts, have tied up with Hercules Motors, the former in a sales capacity and the latter as general purchasing agent.

✪After an absence of several years, C. R. Arenschield returns to the Reo fold as manager of the Reo Sales Corp. of Philadelphia. Associated with him as assistant will be J. W. Culverhouse.

✪Ike B. Donnell, who does his stuff below the Mason and Dixon line, has joined the Mid-South Motor Co., Inc., Memphis, Tenn., Reo distributor, as manager of the truck division.

✪Hal T. Boulden, well-known truck executive, is now affiliated with General Motors Truck Corp. in a special assignment capacity. Mr. Boulden was formerly sales manager of the truck division of Pierce-Arrow.

✪E. L. Mench, Jr., formerly special truck equipment engineer of Dodge Brothers Corp., has joined the hoist and body sales division of Heil Co.

✪Milton W. Lusk, a White old-timer, has been appointed assistant district manager at Cleveland.

✪Relay Motors Corp. announces a new set-up in the Chicago branch with J. M. Van Horn as vice-president and general manager, and J. A. Reynolds as special representative.

✪R. V. Hessler succeeds J. S. Irvine, resigned, as advertising manager of the Brown-Lipe Gear Division of the Associated Spicer Companies.

THE PRESIDENT'S PAGE

CONTINUED FROM PAGE 13

hardship to innocent people; our loose and extravagant business methods and our unprecedented drought been our only disasters, we would have recovered months ago.

I do not at all minimize the economic interdependence of the world, but despite this the potential and redeeming strength of the United States in the face of this situation is that we are economically more self-contained than any other great nation.

This degree of independence gives assurance that with the passing of the temporary dislocations and shocks we can and will make a large measure of recovery, irrespective of the rest of the world. We did so with even worse foreign conditions in 1921.

With no desire to minimize the realities of suffering or the stern task of recovery, we must appraise the other side of this picture. If we proceed with sanity we must not look only at the empty hole in the middle of the doughnut.

We must bear in mind at all times our marvelous resources in land, mines, mills, man power, brain power and courage. More than 95 per cent of our families have either an income or a breadwinner employed. Our people are working harder and are resolutely engaged, individually and collectively, in overhauling and improving their methods and services. That is the fundamental method of repair to the wreckage from our boom of two years ago; it is the remedy to the impacts from abroad. It takes time, but it is going on.

Although fear has resulted in unnecessary reduction in spending, yet these very reductions are piling up savings in our savings banks until today they are the largest in our history. Surplus money does not remain idle for long. Ultimately it is the most insistent promoter of enterprise and of optimism.

Consumption of retail goods in many lines is proceeding at a higher rate than last year. The harvest prospects indicate recovery from the drought and increased employment in handling the crop. Revolutions in many countries have spent themselves, and stability is on the ascendency. The underlying forces of recovery are asserting themselves.

Our immediate and paramount task as a people is to rout the forces of economic disruption and pessimism that have swept upon us.

Our transcendent momentary need is a much larger degree of confidence among our business agencies and that they shall extend this confidence in more than words. If our people will go forth with the confidence and enterprise which our country justifies, many of the mists of this depression will fade away.

In conclusion, whatever the immediate difficulties may be, we know they are transitory in our lives and in the life of the nation. We should have full faith and confidence in those mighty resources, those intellectual and spiritual forces which have impelled this nation to a success never before known in the history of the world. Far from being impaired, these forces were never stronger than at this moment.

Under the guidance of Divine Providence they will return to us a greater and more wholesome prosperity than we have ever known.

A FORMULA FOR RATING TRUCKS

CONTINUED FROM PAGE 16

equipped, multiplied by a constant.

The tractive capacity of the vehicle might be determined by a somewhat similar formula. Tractive capacity proceeds primarily from engine power. In general, the engine should develop sufficient power to propel the loaded truck with normal transmission and rear axle reductions. Engine torque is a reliable truck-power index. Tractive capacity to propel the gross allowable weight with such reductions might be the engine torque multiplied by a constant that would give a product which would equal the gross weight.

As an example, assume a truck that weighs 6550 lb. and arbitrarily assign a constant of two and one-half as the multiplier for determining its gross allowable weight. The product is 16,375 lb. In round figures, then, the gross allowable weight of this hypothetical truck is 16,000 lb. Assuming a 2000-lb. body, the payload would be 7450 lb., and a conservative rating would designate it as a 2½ to 3-ton truck.

In like manner, as an example of the determination of tractive capacity, assume a tractive-capacity constant of 80; that is, let us assign a load of 80 lb. to each unit of engine torque. If each unit is to propel 80 lb. and the gross allowable weight that must be propelled is 16,000 lb., the torque required to drive the load would be 16,000 divided by 80, or 200 lb.-ft.

I am not recommending these examples as definite formulas for fixing carrying and tractive capacities, although a check against a well-balanced truck would disclose that approximations of these formulas might be used. Formulas based on these suggestions and developed by a group of engineers representative of the industry would provide a rating method that would make possible intelligent comparison of the performance to be expected from well-balanced design in any truck capacity.

ADS GIVE TRUCKMEN CRACK AT EXTRA JACK

CONTINUED FROM PAGE 26

distinct association advantage. It provides associations with a new plan for building up their membership as proposed arrangements make it incumbent on an interested truck operator to join the association before he can participate in the enterprise.

The Church plan contemplates a national hook-up. It involves the placing of advertisements on trucks in all parts of the country formed into one large composite fleet, the space being sold to advertisers on a national advertising basis. Individual contracts for the leasing of space on trucks are made with truck operators through truck associations enfranchised by the Church Company. Associations holding a franchise have exclusive right in their territories which gives them complete control over all operators of the type which logically fit into their organizations.

Advertising is carried on panels supplied by the agency, one on each side of the truck. These panels come in three sizes—30 in. by 36 in., 48 in. by 60 in., and 48 in. by 120 in. No more than one advertisement will be carried at a time, and these will be lithographed posters.

The advertising agency will handle all the details of placing the panel on the truck and of changing the advertising matter periodically.

The Church Company already has contracts for 7,000 middle-western trucks and is now working east. It more recently crashed the New York territory by winning the indorsement of The Merchant Truckmen's Bureau of New York to the plan. This organization lost no time acquainting its membership with the enterprise, pointing out that in almost all cases the revenue which the operator will receive from the sale of advertising space on the sides of his vehicle will more than cover his dues to the association and, in some cases, two or three times over. Returns from this source will also go a long way toward cutting down the annual registration expense. Arrangements with the bureau provide that members will receive $75.58 per truck per year and the organization $3.98 as a service or operating fee per truck.

Yes

There's just one question need be asked about axles: "Will they make better trucks?"

If they will, you need them.

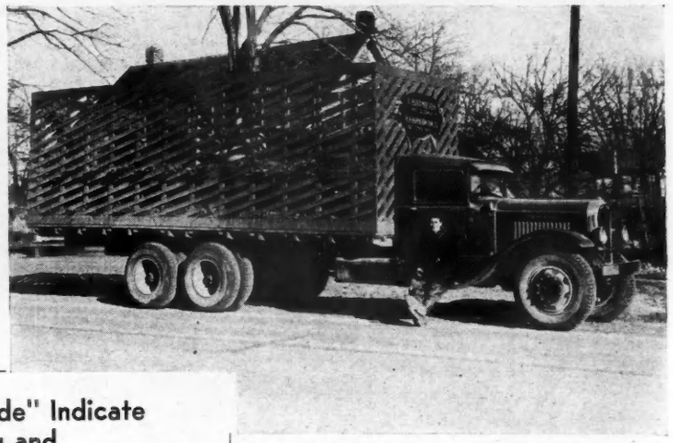
Really *good* axles—Timkens—do a big job in hauling payloads cheaply, dependably; in keeping units on the road instead of in the shop; in cutting maintenance costs to the last split penny.

Timken Axles welcome that question, "Will they make better trucks?" They're built to answer it with a big, black "YES"

THE TIMKEN-DETROIT AXLE COMPANY
DETROIT . . . . . MICHIGAN

HAULERS TAKE STOCK OF LIVESTOCK HAULING

CONTINUED FROM PAGE 23



D. M. Tomlinson, Rushville, Ill., and the truck with which he made a tonnage record. He brought in 127 hogs and five calves, weighing 22,310 lb.

Statistics on Livestock Taken "For a Ride" Indicate Remarkable Growth of Trucking and Its Potentialities

*17 Leading Markets	1928	1929	1930
Total head of livestock hauled by truck	12,193,058	14,510,524	16,947,803
Increase over previous year	46%	19%	17%
Number of truck loads	1,000,000	1,200,000	1,600,000
Truck mileage traveled	50,000,000	60,500,000	100,000,000
Length of haul	1—300	1—300	1—400
Average haul	50 miles	50 miles	60 miles
Number of pounds	3,335,000,000	4,000,000,000	5,000,000,000
Total value	$344,000,000	$410,000,000	$470,000,000
**15 Leading Markets			
Total livestock receipts	56,212,309		53,768,599
Decrease over previous year			—2.2%
Total head hauled by rail	42,951,178		39,567,968
Decrease over previous year			—7.9%
Total head hauled by truck	13,261,131		14,200,631
Increase over previous year			+7.1%
Per cent of total receipts hauled by truck	23.6		26.4

* Figures in part from Corn Belt Farm Dailies.
** Figures from National Livestock Marketing Association.

to 939,462 last year, and increases fully as striking are shown for calves and sheep in the last five years.

The increase has continued through the first three months of 1931. At some markets the trucks are bringing in more livestock than the railroads, and at St. Louis trucks now completely dominate the situation on short hauls within 100 miles, bringing in more than 10,000 animals every day.

"While most of this business originates within 50 to 75 miles of our market, a great deal of livestock also comes from 150 to 200 miles away, from points in Indiana, Kentucky, Tennessee, Iowa and Arkansas," says H. L. Wyatt, traffic manager at the National Stock Yards.

The possibilities of long hauls are shown by numerous examples. Brown Flowers trucks in loads of cattle and calves from Tennessee, more than 300 miles away. His consignments arrive in good condition and hours ahead of any possible delivery by railroad, even though sections of the route were rough and hilly.

Another trucker brings in double-deck loads of hogs from Nebraska, over 400 miles distant. Jess Steidley trucks in loads of hogs from Claremore, Okla., 425 miles, in 13 hours. Instances of such long hauls become more numerous daily.

"There is a feeling," said Mr. Wyatt, "livestock trucks will be larger, unless new laws provide excessive license fees and regulations as to size. The truck of the period just ahead will perhaps be no larger than the biggest of today, but the smaller ones, due to competition, will be eliminated by those that can carry larger loads."

One of the largest trucks coming to this market is operated by D. M. Tomlinson, Rushville, Ill. It is a 10-wheel affair. Recently Mr. Tomlinson hauled in 106 hogs weighing 23,500 lb. at a single load. Last year he hauled over 1,250,000 lb. of livestock to market with the loss of only one hog and six sheep arriving dead and three hogs crippled. The loss of about $60 was paid the shippers promptly. Tomlinson says he lands his consignments on the market 30 hours sooner than do the railroads.

There are two factors, that will increase marketing by truck, according to E. F. Bisbee, vice-president and general manager of the National Stock Yards Co.

"One is the increase of livestock raising throughout this section when business conditions improve and the other is the continued building of hard-surfaced roads, for which Missouri and Illinois will spend millions of dollars this year.

"Reduced railroad rates may mean a decrease in trucking from points 150 to 200 miles or more distant. But, as for the close-in territory, stock will continue to be trucked-in in large volume. The farmer with only a few head will truck in his own stuff or turn it over to a commercial trucker.

"I can see nothing ahead but a steady increase in trucking from territories within 100 miles or so. The only thing to prevent livestock from being trucked longer distances will be action by railroads to make rail shipping just as convenient as trucking. But the business as a whole will be limited only by the amount of livestock raised."

Railroads are acting, half a dozen lines serving the St. Louis market having already announced reductions in rates.

But trucking continues to increase, and those familiar with the livestock industry and its problems can see only one development, greater shipments by truck. Out around the docks, among employees, commission men, farmers, drivers and truckers themselves, one hears only one prediction, increased trucking. These are not mere optimistic assertions, but statements based on long experience and everyday contact with the situation.

"There stands a truck at least four feet longer than any of similar make three years ago," said Thomas Mc-

TURN TO PAGE 50, PLEASE

STUDEBAKER

—real trucks at lowest cost!

The world's lowest priced 2-ton truck

$895

AT THE FACTORY

NEVER before has a six cylinder, 70 horsepower engine been available in trucks of such low price! Timken full floating rear axles, four-speed transmissions, rigidly braced pressed steel frames of extra strength and four wheel brakes are typical features.

Studebaker trucks are built by a manufacturer known for 79 years for the long, dependable service of its products. A comparison of specifications reveals unusual quality — a demonstration will reveal unusual efficiency.

"TRUCK SALESMAN IS BULL IN CHINA SHOP"

CONTINUED FROM PAGE 17

mellowed with wisdom. Some of our sales managers have caught on to the fact. They have tried to arm their bewildered sales force against this amazing new buyer, who knows what he wants and has the temerity to ask for it.

"Tell them, gentlemen," said one sales manager, "that the frames in our trucks are 20 per cent nickel steel. When they ask *why* we say our trucks are the best in the world, tell them that." When enough of his salesmen had proceeded to "tell them that," this manager found that resentment of his fanciful statement had served to unite all his competitors into a brotherly company of opposition against him and his sharp-practice methods.

About that time a few foresighted sales managers began to realize that a course of instruction in the theory of salesmanship might be a good dose to administer to their salesmen. Unfortunately, they called in some of those dear efficiency men, who can't tell one truck from another. One such fellow was hired by a certain firm to talk to the boys. He could generalize about "pep." But he couldn't answer questions.

"How would you handle a prospect who wanted to trade a truck, which was appraised at $60 and for which he would not consider a penny less than $300?" he was asked. "Tut-tut," said the professor, "you boys must not bother with business of that sort." His answer gave the boys the idea that the theory-of-salesmanship medicine was not going to do them too much good. They were right. It is not theory but facts that should be expounded at a meeting of this type.

What can you tell the salesman before you send him into the fray?

First, you can tell him all about the make-up of the truck he is going to sell. He should know his own truck so well that he could take it apart and put it together again. And he should know what special features of the truck have been worked out carefully by engineers striving to make it what he thoughtlessly claims it is—the best truck on the market. When the salesman knows all about his own truck, he must then do a little detective work. He must find out the weak points in his competitor's truck. Finally, he must earnestly strive to understand the needs of the man to whom he wishes to sell a truck.

The man who knows the facts and can present them diplomatically is more worthy of serving as the sales contact than the clumsy bull who tosses his horns and rushes furiously into the china shop.

WHAT! NO OIL CHANGE?

CONTINUED FROM PAGE 36

vehicle, nature of service, etc. But our discussions have served to strengthen my opinion that no standard can be established for all fleets."

The oil-change practice of several of the operators present seemed to bear out this contention. Not only did they vary in the mileage interval between changes but in the determination of that interval as well. In view of the various methods employed for arriving at proper time of oil-change, the reason for the great difference of opinion as to that time becomes quite basis; others, condition of engine; obvious. Some use trip sheets as a some, manufacturers' instructions, and still others, analysis of samples of oil taken at different periods of service, etc.

"We change crankcase oil every 2500 miles," said R. D. Voshall, superintendent of equipment and buildings, Washington Railway & Electric Co., Washington, D. C. "This was decided upon after analyzing samples of oil removed after 1000, 2000 and 3000 miles of service. Viscosity, flash, fire and siliceous matter present were the governing factors."

"Our 1000-mile system of oil change," declared E. A. Boyd, superintendent of equipment, Utah Light & Traction Co., Salt Lake City, "was based on tests at 500, 750 and 1000 miles of service. We found that the oil could be safely used up to 1000 miles."

H. C. Pressler, master mechanic, Eastern Texas Electric Co., Beaumont, Tex., explained that his company followed manufacturers' instructions and changed oil from 1000 to 2000 miles, according to make of vehicle.

"We determined on 1500 miles as a result of tests of used oil after 1000 to 2000 miles of service," contributed T. W. Noonan, general manager, Pittsburgh Motor Coach, Pittsburgh, Pa.

Gary Railways, Gary, Ind., changes the oil in its equipment every 800 miles. This was determined by observation and experience, and from daily trip sheets, according to W. P. Cottingham, engineering assistant.

"Condition of engine determines time of oil change in our equipment, and these periods extend from 500 to 2500 miles," explained H. P. Bell, vice-president, East Bay Motor Coach Lines, Ltd., Oakland, Calif.

LAWS MEASURE TRUCKS FOR A TIGHTER FIT

CONTINUED FROM PAGE 20

porated limiting figures which they did not formerly contain.

In matters other than size and weight restrictions, some work was done during the current year, but the bulk of this material has not yet been tabulated. There seems to have been a tendency to raise speed limits for commercial vehicles in some of the states. Registration fees have been increased in a number of states for certain types of vehicles in most cases. Thus: Arizona has put through a registration increase; Colorado has increased its fees for contract carriers; Georgia for trucks and buses; Iowa for truck-tractors; Kansas has imposed an additional tax of ½ cent per gross ton-mile on property carriers on the basis of 200 per cent of manufacturers' rated capacity; Missouri has increased the fee in the form of a business tax; Montana has imposed an additional tax of 5 per cent on all property on "freight carriers," which may or may not apply to trucks; Nebraska has increased fees for all trucks except those operating wholly within municipalities; North Dakota has increased the fees for "express companies"; South Dakota has inaugurated a large increase in all registration fees; Pennsylvania has a new 8-mill tax on gross receipts of buses and trucks operating for hire, and Michigan has a new tax of $1 per hundredweight on the gross weight of trucks operating for hire.

TAKING STOCK OF LIVESTOCK HAULING

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Tigue, truck contact man receiving hogs for a large commission firm and an employee at the National Stock Yards for the last 15 years. "This truck has room for two more cattle and four or five more hogs than those operating three years ago. That indicates the general trend toward use of larger trucks.

"Because of better trucks and highways, drivers today usually arrive on schedule time, regardless of distance. Every day sees new truckmen coming in. I don't see how the railroads can compete with modern truckmen, unless they run truck lines of their own.

"Farmers are not going to load their stock on a truck, take it to the railroad, unload it and then reload it on the cars, which means still another handling on arrival at the market. That is only an additional inconvenience, labor and expense."

COMMERCIAL CAR JOURNAL

TABLE OF TRUCK SPECIFICATIONS

Corrected Each Month From Data Supplied Direct by Manufacturers

(KEY TO REFERENCES ON PAGE 76)

THE new Sterling line of trucks is included in tables this month. It comprises four-wheel models ranging in capacity from 1 ton to 9 tons as well as eight six-wheelers. Rear axle drive is by bevel, worm and double reduction gearing, chain and, on certain six-wheel models, double chain drive to four rear wheels.

Other makers listing models in specification tables this month include:

Autocar: Model N 3 and 3½ ton, CEA 5½ tons and more.

Fageol: Model 300 3 ton; 210 3½ ton and six-wheelers 4-46, 6-26, 6-46, 8-26, 8-46, 10-26, 10-46.

Gramm: 2 ton, 2½ ton, 3 ton.

Hendrickson: Six-wheelers 32-S, 36-S, 38-D, 44-D.

Hug: Model 61 2½-3 ton, 41-S, 3½ ton.

Kleiber: 80 1½ ton, 100 2 ton, 120 2½ ton, 140 3 ton, 210 3½ ton, 225 4 ton, 260 5 ton.

Tractor Trucks

Make, Model and Capacity	General: Chassis Price	Standard W.B.	Gross Vehicle Wt. See Key Note	Chassis Wt. Stripped	Gear Set: Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Rear Axle Gear Ratios: Reduc. in High	Reduc. in Low	For Corresponding Truck Model, See Specifications Under Tonnage Noted
A.C.F. 175A-7½		155	75000	11000	B-L 1714	U	4	No	7.48	52.8	T-175A
A.C.F. 175B-6½		155	60000	10250	B-L 1714	U	4	No	7.46	52.7	T-175B
A.C.F. 160-6		155	60000	9700	B-L 1714	U	4	No	7.46	52.7	T-160
Autocar DT	3500	140	20000	5300	B-L 51	U	4	No	6.27	33.5	D-2 2½
Autocar SHST	4800	104	40000	7900	Own T	U	4	No	10.4	66.6	SHS 3½
Autocar SCHST	4800	145	40000	8180	Own T	U	4	A	10.4	66.6	SCHS 3½
Autocar FT	6800	154	60000	11000	B-L 70	A	7	No	11.66	109	F 5½
Brockway 90		137	15750	3850	B-L	U	4	No	5.12	20.9	90 1½
Brockway 140		138	24500	5500	B-L	U	4	No	6.6	35.3	140 2½
Brockway 170		138	29750	6800	B-L	U	4	No	16.4	46.6	170 3
Brockway 195		138	34125	7500	B-L	U	4	No	6.8	49.5	195 4
Brockway 220		138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Brockway 190		139	33250	7625	B-L	A	7	No	7.75	78.6	190 3
Brockway 250		146	43750	10000	B-L	U	4	No	8.75	63.7	250 5½
Brockway 290		146	52500	10750	B-L	A	7	No	10.1	95.0	290 5½
Chicago 1-76-D 20T		159		8740	B-L 60 Max	A	7	No	7.6	77.2	
Condor CB		118		3875	Cov A-4 J	U	4	No			
Condor CC		122		4820	Cov W4J	U	4	No			
Condor CD		122		5020	Cov W4J	U	4	No			
Condor CF		118		5200	Cov Rus	U	4	No			
Condor CGW		153		8950	Cov Rus	U	4	No	6.3	41.0	
Corbitt 9B6T		139	18000	4200	BL-214	U	4	No	6.8	43.6	
Corbitt 12B6T		152	20000	4955	BL-51	U	4	No	7.40	48.8	
Corbitt 15B6T		157	25000	5980	B L-51-5	U	5	No	7.80	46.5	
Corbitt 18D6T		159	30000	7600	BL-615	U	5	No	7.33	48.0	
Corbitt 24D6T		165	40000	9200	BL-70	U	5	No	8.15	76.6	
Diamond T 216	695	135	14000	3300	War	U	4	No	Opt	Opt	216 1½
Diamond T 303	1645	137	20000	4800	Cov	U	4	No	Opt	Opt	303 2½
Diamond T 504	2435	135	24000	6200	Cov	U	4	No	Opt	Opt	504 3
Diamond T 551	2110	131	28000	5600	Cov	U	4	No	Opt	Opt	551 3
Diamond T 603	3035	147	32000	7300	Cov	U	5	No	Opt	Opt	603 4
Diamond T 750	4180	147	40000	8300	Cov	A	5	No	Opt	Opt	750 5
Dodge Bros. F40	1995	150	14590	5173	Own	U	4	No	6.38	55.2	F-40 2
Dodge Bros. F60	2645	146	18979	5543	Own	U	4	No	8.44	57.8	F-60 3
Federal A6TW	2360	140	25000	4890	Own	A	4	No	8.75	52.9	A6TW 2½
Federal T10W	2915	158	32000	6525	Own	A	4	No	8.75	57.0	T10W 3
Federal U6	3860	143	43000	7155	B-L 55	A	7	No	8.67	82.3	
Federal 4C6A	4735	144	50000	8120	B-L 55	A	7	No	8.67	82.3	4C6A 5
Federal 4C6AB	4960	144	50000	8505	B-L 55	A	7	No	8.67	82.3	4C6AB 5
Federal X8	5085	155	65000	9650	B-L 60	A	7	No	11.6	111	X8 5½
Federal X8R	5810	155	65000	9900	B-L 60	A	7	No	11.6	111	X8R 5½
(X) Gen.M. 2216 2½-3	885	130	14000	2990	Mun	U	4	No	6.8	37.8	
(X) Gen.M. 2513 2½-3	1345	130	14500	3575	Mun	U	4	No	6.8	34.5	
(X) Gen.Mot.T263-3½	1450	130	17000	3905	Mun	U	4	No	6.60	33.5	
(X) Gen.M. 3204 3-4T.	1700	141	19000	4705	Mun	U	4	No	6.43	32.7	T-30 3
(X) Gen.Mot.T-31. 4-5	1845	141	20000	4695	Mun	U	4	No	6.43	40.5	T-31 3
(X) G.Mot. 4201 4-5 T.	1845	141	20000	4725	Mun	U	4	No	7.14	36.2	T-42 2½
(X) G.Mot 4404 5-6½	2095	141	25000	5095	Mun	U	4	No	9.45	48.0	T-44 4½
(X) Gen.Mot. T515-6½	2625	155	25000	6250	Mun	U	4	No	7.14	44.1	T-51 5½
(X) Gen.M.T556 6½-7½	2750	155	27500	6390	Mun	U	4	No	9.45	58.4	T-55 5½
(X) G.Mt. 6208 7½-8½	3250	154	34000	7150	Mun	U	4	No	10.7	65.9	
(X) Gen.M.T617 7½-8½	3525	154	34000	7045	Mun	U	4	No	10.7	65.9	
(X) G.Mt. 8205 8½-10	3970	155	37000	7735	Mun	U	12	A	12.3	171	
(X) G.Mt. 8206 10-12T.	4055	155	45000	7880	Mun	U	12	A	12.3	171	T-82 5½
(X) Gen.Mot.T83-10-12	4275	155	45000	8065	Mun	U	12	A	12.3	171	
(X) Gen.Mot. T85 10-12	5800	171	45000	10800	Ful	U	4	No	10.5	66.1	
(X) G.Mt. 9003 12-15	5455	185	50000	9775	Mun	U	12	A	10.3	144	
(X) Gen.Mot. T9515-18	7675	189	60000	13540	Ful	U	4	No	8.5	53.3	
(X) Gen.Mot. T9615-18	7325	189	60000	13140	Ful	U	4	No	9.11	57.1	
Gramm AX4 2-3		131		3100	War T9	U	4	No	5.8	36.3	AX4 1
Gramm AX6 2-3		131		3300	War T9	U	4	No	5.8	36.3	AX6 1
Gramm BX4 3-4		131		3275	War T9	U	4	No	6.2	39.6	BX4 1½
Gramm BX6 3-4		131		3475	War T9	U	4	No	6.2	39.6	BX6 1½
Gramm CX4 4-6		131		3700	War T9	U	4	No	5.8	36.3	CX4 2
Gramm CX6 4-6		131		3900	War T9	U	4	No	5.8	36.3	CX6 2
Gramm B 3-5		118		4025	Cov A4J	U	4	Op	5.8	38.4	B 1½
Gramm C 4-6		122		4700	Cov W4J	U	4	Op	5.8	37.1	C 2
Gramm D 5-8		122		5100	Cov W4J	U	4	Op	6.1	39.0	D 2½
Gramm E 6-9		122		5800	Cov Rus	U	4	Op	5.57	37.8	E 3
Gramm GW 10-15		157		8925	Cov Rus	U	4	Op	6.3	42.8	GW 5
Hug 98		Op			B-L 714,703	U	12	A3	10.26	139	98-6 6W
Indiana 89		137	15750	3850	B-L	U	4	No	5.12	20.9	89 1½
Indiana 140		138	24500	5500	B-L	U	4	No	6.16	35.3	140 2½
Indiana 170		138	29750	6800	B-L	U	4	No	6.41	46.6	170 3
Indiana 195		138	34125	7500	B-L	U	4	No	6.8	49.5	195 4
Indiana 220		138	38500	8200	B-L	U	4	No	6.96	50.7	220 5
Indiana 190		139	33250	7625	B-L	A	4	No	7.75	78.6	190 3
Indiana 250		146	43750	10000	B-L	U	4	No	8.15	63.7	250 5½
Indiana 290		146	52500	10750	B-L	A	7	No	10.0	95.0	290 5½
International A-L 3	1450	138		4300	W-G T7	U	4	No	6.50	42.9	AL-3 1½
International A-2	675	136		2800	W-G T9	U	4	No	6.16	39.5	A-2 1½
International B-2	725	136		2830	M. M. 'O'	U	3	No	6.16	47.3	B-2 1½
International A-4	1860	145		5070	Own A5	U	5	No	6.5	47.8	
International A-5	2550	140		5575	Own A-5	U	5	No	7.16	52.6	
International A-6	2675	156		5756	Own	U	5	No	8.50	76.8	A-6 3
International W-1	3850	130		8100	Own	U	5	No	6.85	60.5	W-1 2½
International W-3	4850	144		10100	Own	U	5	No	7.85	70.5	W-3 5
LaFrance Rep. M-2T		147	20000	7700	Ful VUOG	U	5	No	7.2	51.0	M-2 4
LaFrance Rep. 35-2T		147	24000	9400	Ful MHU	U	4	No	7.33	46.3	35-2 5½
Mack BL 2 Ton	2500	138			Own BL	U	4	No	4.86	24.0	BL 1
Mack BG 3 Ton	3000	138			Own BG	U	4	No	4.90	24.2	BG 1½
Mack AB 5-6 Ton	3500	123			Own AB	U	4	No	8.87	43.0	AB 2
Mack AB 5-6 Ton	4300	123			Own BG	U	4	No	5.1	24.6	AB 3
Mack BC 6-8 Ton	5250	142			Own BC	U	4	No	6.69	39.1	BC 4
Mack BC 7-10 Ton	5500	142			Own BC	U	4	No	7.17	46.1	BC 5
Mack BJ 7-10 Ton	6150	169			Own BJ	A	4	No	4.25	22.4	BJ 5
Mack AK 7-10 Ton	5150	134			Own AC	J	4	No	5.99	38.5	AK 5
Mack AK 7-10 Ton	5250	134			Own AC	A	4	No	5.14	41.1	AK 5
Mack AC 7-15 Ton	b	128			Own AC	J	4	No	6.46	41.5	AC 7½
Mack AP 20 Ton	9500	191			Own AP	J	4	No	6.46	41.5	AP 5½
Mack AC6-20, 6 wh.					Own BK	J	4	No	7.06	45.3	AK-6 6 wh.
Mack AC 20 T. 6Wh.		197			Own AC	J	4	No	7.06	45.3	
Mack AK 20-6 wh.					Own BK	J	4	No	7.06	45.3	AC6.6 wh.
Mack AP 20 T. 6Wh.		197			Own AP	J	4	No	7.06	45.3	AP-6 wh. 10
Netco TC	3400	135			C		4	No	7.75	54.2	C 2½
Netco TE	4300	140			B-L 55-5	U	5	No	8.00	56.0	E 3½
Relay 40	3240	138		5300	B-L 35	U	4		6.45	34.5	40 2
Relay 60	4480	142		7350	Ful VU	U	5		7.88	58.5	
Reo FH	1545	142	13000	4165	Own	U	4	Op	5.7	72.6	FH 2
Reo GD	2085	144	17000	4570	Own	U	4		6.14	77.8	GD 3
Schacht TR		146		6600	Ful VUOG	U	5	No	7.8	55.1	
Stewart 30	695	110		2977	Cla	U	4	No	5.6	35.8	30
Stewart 30X	795	110		3018	Cla	U	4	No	5.6	35.8	30X 11
Stewart 40	895	110		3350	War	U	4	No	5.6	35.8	40 1½
Stewart 40X	995	110		3393	War	U	4	No	5.6	35.8	40X 1½
Stewart 34X	1195	135		3710	War	U	4	No	5.6	22.0	34X 1½
Stewart 28X	1495	130		4058	Ful	U	4	No	6.37	47.0	28X 2
Stewart 29XS	1695	135		4960		U	4	No	6.37	44.0	29XS 2
Stewart 32X	1990	148		5230	Ful	U	4	No	7.25	47.6	32X 2½
Stewart 18X	2690	148		5901	Ful	U	4	No	7.25	47.5	18X 2½
Stewart 35X	2590	149		5880	Ful	U	4	Op	7.1	46.1	35X 3
Stewart 19X	3690	147		7110	Ful	U	12	A	7.25	127	19X 3½
Stewart 31X	4990	150		8440	Ful	A	8	U	10.5	15.1	31X 3
Stewart 27X	5700	150		9987	Ful	U	8	U	8.56	93.8	27X 5½
Studebaker 8-40	945	148		3650	WGASI T9	U	4		5.83	37.4	8-50 2
Walter FBD	8500	118	26000	9000	Own	U	5	No	8.50	85.1	
Walter FBRD	8700	118	31000	10000	Own	U	5	No	8.50	85.1	
Ward La Fra. 75D-15T		Op		10000	B-L 70 Max	A	7		Opt	Opt	
White 52T	4700	129	28000	8461	Own 4B	U	4	No	11.7	76.5	
White 51AT	3875	134	17000	6227	Own 4B	U	4	No	7.14	46.6	51-A 2½
White 210	211	133	17000	6439	Own 8B	U	4	No	5.67	23.4	210, 212 2½
White 212			20000		Own 8B	U	4	No	5.87	23.4	212 2½
White 55	3½, 5	4765	156	42000	8737	Own 4B	U	4	Op	10.1	66.1	55 3½, 5
White 56	2	3125	165	20000	5276	OwnGRBB	U	4	No	6.33	26.2	56 2
White 58	3	4400	162	30000	7797	Own 4B	U	4	No	7.6	49.7	58 3
White 61	1½	2450	131	16000	4789	Own 5B	U	4	No	5.67	23.4	61 1½
White 611	2	2550	131	18000	4980	Own 5B	U	4	No	5.67	23.4	611 2
White 612	2½	2800	131	20000	5100	Own 5B	U	4	No	5.67	23.4	612 2½
White 620	2½	4350	145	25000	7300	Own 4B	U			6.38	41.8	620 2½
White 621	3	4650	145	30000	7700	Own 4B	U	4	No	6.33	41.4	621 3
White 630	3	5000	157	30000	8500	Own 4B	U	4	No	6.33	41.4	630 3
White 631	3½	5750	157	35000	9000	Own	U	4	No	8.70	56.9	631 3½
White 640	3	6100	157	35000	9200	Own 7B	U	4	No	5.18	33.9	640 3
White 641	3½	6450	157	40000	9700	Own 7B	U	4	No	7.16	46.9	641 3½
White 642	4	6750	157	45000	10600	Own 7B	U	4	No	10.1	66.5	642 4
White 643	5	6950	157	50000	10900	Own 7B	U	4	No	10.1	66.5	643 5

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1000 Pounds																									
1	Chevrolet.. Ind. Com.	355	109	109	4000	1880	B 4.75/19	B 4.75/19	Own	6–3¼x3¾	194.0	26.3	50–2600	H	G	C			3	PG	No	Car	P	D-R	D-R	1
2	Dodge Bros....UF-10	435	109	109	4025	1925	B 5.00/19	B 5.00/19	Own	4–3⅛x4¾	196	21.0	48–2800	L	G	A	2¼	6½	3	FP	No	Car	M	D-R	D-R	2
3	Dodge Bros.....F-10	515	109	109	4125	1975	B 5.25/19	B 5.25/19	Own	6–3¼x4¼	211.5	25.3	66–3200	L	C	A	2¼	6½	4	FP	No	Car	M	D-R	D-R	3
4	Fargo Packet	595				1935	B 5.00/19	B 5.00/19	Own	6–3⅛x4⅝	189.8	23.4		L						FP	No	Str	V	N-E	N-E	4
5	Ford.....A	340	103			1680	B 4.75/19	B 4.50/20	Own A	4–3⅝x4¼	200.5	24.3	40–2200	L	G	A	1¾	7	3	PG	No	Zen	G	Own	Own	5
6	(X) Gen. Mot. T11	625	109	141	3800	1980	B 5.00/19	B 5.50/19	Pontiac	6–3 A x3¾	200.3	26.3	58–3000	L	C	B	2 A r	5½	3	PC	No	Mar	M	D-R	D-R	6
7	(X)Gen. Mot.....T-15		121	141	6500	2425	B 5.50/20	B 5.50/20	Pontiac	6–3 A x3⅞	200.3	26.3	58–3000	L	C	B	2 A r	5⅝	3	PC	No	Mar	M	D-R	D-R	7
8	Paige	765	115		4435	2350	B 5.50/19	B 5.50/19	Own	6–3½x4½	207	23.4	66–3200	L	C	A	2½	10¾	7	FP	No	Ste	M	D-R	D-R	8
9	Reo.....Jr. 15	785	115				B 6.00/18	B 6.00/18	Con 19E	6–3¾x4	214.7	27.3	60–2800	L	C	A				PC	No	Sch	P	D-R	D-R	9
10	Studebaker.....S1	595	114	114		2330	B 5.25/19	B 5.25/19	Own	6–3¾x4½	221	21.3	70–3200	L	C	C	2½	8 A	4	CC	No	Str	M	D-R	D-R	10
11	Willys Six.....C-113	395	113	113	4000	1923	B 5.00/19	B 5.00/19	Own C-113	6–3¼x3⅞	193.0	25.3	65–3400	L	C	C	2⅝	6 A	4	CC	No	Til	M	A-L	A-L	11
	1500 Pounds																									
12	Dodge Brothers.....	490	124	124	4760	2260	B 6.00/20	B 6.00/20	Own	4–3½x4½	196	21.0	45–2800	L	G	S	2¾	6½	3	PC	No	Car	V	D-R	D-R	12
13	Dodge Brothers.....	595	124	124	4860	2360	B 6.00/20	B 6.00/20	Own	6–3½x3⅞	208.0	27.3	63–3200	L	C	S	2 A	10 A	7	PC	No	Zen	V	N-E	N-E	13
14	Fargo Clipper	725				2340	B 5.50/18	B 5.50/18	Own	6–3½x4½	195.6	23.4		L						FP	No	Str	V	D-R	D-R	14
15	Fisher-Std.....JR-BX		120	128	6800	2800	P 30x5	P 30x5	Con W10	4–3⅞x4½	200.5	24.0	48–2800	L	C	A	2½	5⅞	3	FP	No	Zen	M	A-L	A-L	15
16	(X) Gen. Mot. T15	645	130	141	6500	2625	B 5.50/20	B 5.50/20	Pontiac	6–3 A x3⅞	200.3	26.3	58–3000	L	C	B	2 A r	5⅝	3	PC	No	Mar	M	D-R	D-R	16
17	International...AW-1	650	136	136		2620	B 5.25/20	B 5.25/20	Wau XA	4–3½x4½	173	19.6	30–2700	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	17
18	Relay.....15AA	1370	131			3750	P 30x5	P 30x5	Con 17E	6–3¾x4	214.7	27.3	52–2200	L	C	C	2⅛	9 A	7	PC	No	Str	V	A-L	A-L	18
	1 Ton																									
19	Atterbury.....A		132	145	7000	3400	P 30x5	P 30x5	Lyc WTG	6–3x4¾	201.4	21.6	64–2800	L	G	C	2¾		4	CC		Zen	G	D-R	D-R	19
20	Brockway.....60		132	141	6000	3200	P 30x5	P 30x5	Con	6–3¾x4	214.7	27.3	61–3000	L	C	A	2⅜	6¾	4	CC	No	Zen	M	A-L	A-L	20
21	Brockway.....65		137	141	6500	3400	P 30x5	P 30x5	Con	6–3¾x4⅝	248.2	27.3	65–2700	L	C	C	2¾	10 A	7	CC	No	Zen	V	A-L	A-L	21
22	Commerce.....S-11	1600	142	162		3900	P 30x5	P 30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	22
23	Condor.....CAV6	885	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6–3⅜x4	214	27.4	61–3000	L	C	A	2⅜	6¾	4	FP	No	Til	M	A-L	A-L	23
24	Day Elder.....60	1095	135	156	6000	3200	B 6.00/20	B 6.50/20	Con 25A	6–3¾x4	214.7	27.3	61–3000	L	C	A	2⅜	6¾	4	FP	No	Zen	M	D-R	D-R	24
25	Diamond T.....216	695	135	158	8000	3300	B 6.50/20	B 6.50/20	Her JXA	6–3½x4¼	228.0	27.3	56–2400	L	G	C	2½	10 A	7	PC	No	Zen	M	A-L	A-L	25
26	Dodge Brothers.....	495	133	133	5840	2590	P 6.00/20	P 32x6	Own	4–3½x4¼	196	21.0	45–2800	L	G	S	2¾	6½	3	PC	Ha	Car	V	D-R	D-R	26
27	Dodge Brothers.....	595	133	133	5940	2690	P 6.00/20	P 32x6	Own	6–3½x3⅞	208.0	27.3	63–3200	L	C	S	2 A	10 A	7	PC	Ha	Zen	V	N-E	N-E	27
28	Douglas.....A6	1095	135	145	7500	3075	P 30x5	P 30x5	Bud J214	6–3½x4	214.7	27.3	61–3000	L	G	C	2½	10½	7	FP	No	Zen	M	A-L	A-L	28
29	Fargo Freighter	795			7350	2725	B 6.00/20	P 32x6	Own	6–3½x4½	189.8	23.4		L						FP	No	Str	V	N-E	N-E	29
30	Fisher-Std. Sp. X-1-1½		128	136	7800	3150	P 30x5	DP30x5	Con W-20	4–4½x4½	227	26 8	52–2400	L	C	A	2½	5⅞	3	FP	No	Zen	M	A-L	A-L	30
31	Garford.....S-11	1600	142	162		3900	P 30x5	P 30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	31
32	(X)Gen. Mt. T15 or T17	675	130	141	6500	2670	B 7.00/20	B 7.00/20	Pontiac	6–3 A x3⅞	200.3	26.3	58–3000	L	C	B	2 A r	5⅝	3	PC	No	Mar	M	D-R	D-R	32
33	Gramm...AX4, 1-1½	795	131	180	8000	3350	B 6.00/20	B 6.50/20	Con W-10	4–3¼x4¼	200.4	24.0	50–2800	L	C	A	2½	5⅞	3	FP	No	Til	M	A-L	A-L	33
34	Gramm...AX-6, 1 1½	895	131	180	8000	3550	B 6.00/20	B 6.50/20	Con 25A	6–3⅜x4	214	27.4	74–3300	L	C	A	2⅜	6¾	4	FP	No	Til	M	A-L	A-L	34
35	Gramm-Bernstein...1½		129	146	7000	3100	B 6.00/20	DB6.20/20	Lyc CT	4–3¾x5	220.9	22.5	43–2350	L	G	A	2½	9 A		FP	No	Zen	G	A-L	A-L	35
36	Hahn & Selden.....7		124		6500	3100	P 30x5	P 30x5	Con 29L	6–2½x4¾	185.0	19.8	45–2300	L	C	C	2⅜		4	FP	No	Zen	V	A-L	A-L	36
37	Indiana.....60		132	141	6000	3200	P 30x5	P 30x5	Con	6–3½x4	214.7	27.3	61–3000	L	C	A	2⅜	6¾	4	CC	No	Zen	M	A-L	A-L	37
38	Indiana.....64		137	149	6500	3400	P 30x5	P 30x5	Con	6–3½x4⅝	248.2	27.3	65–2700	L	C	C	2⅜	10 A	7	CC	No	Str	V	A-L	A-L	38
39	LaFrance-Republic A-1	795	132		6000	3000	B 5.50 20	P 32x6	Lyc WTG	6–3x4¾	201.5	21.5	60–2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	39
40	LaFra.-Republic AA-1	810	144		6000	3000	B 5.50/20	P 32x6	Lyc WTG	6–3x4¾	201.5	21.5	60–2500	L	G	C	2⅜	7	4	PC	No	Zen	V	A-L	A-L	40
41	Relay.....15AB	1400	131			3800	P 30x5	P 30x5	Con 17E	6–3½x4	214.7	27.3	52–2200	L						PC	No	Str	V	A-L	A-L	41
42	Relay.....S11	1700	142	162		4050	P 30x5	P30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜		4	PC	No	Zen	V	A-L	A-L	42
43	Rugby.....614		112	112	4000	2045	B 5.00/19	B 5.00/19	Con 22-A	6–3¼x4	199.0	25.3	71–3300	L	G	S	2⅜	6 A	4	PC	No	Str	M	A-L	A-L	43
44	Service.....S11	1600	142	162		3900	P 30x5	P 30x5	Bud HS6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	44
45	Sterling.....FB30		142	162		2950	B6.50/20	B6.50/20	Con 25A	6–3⅜x4	214.7	28.0	72–3300	L	C	A	2⅜	6¾	4	CC		Zen	M	D-R	D-R	45
46	Stewart.....30	695	130	160		2977	B 6.50/20	B 6.50/20	Lyc AFE	4–3¾x4½	199.0	22.5	50–2600	L	G	C	2½	7¼	3	PC	No	Str	V	D-R	D-R	46
47	Stewart.....30X	795	130	160	6305	3018	B 6.50/20	B 6.50/20	Lyc WSG	6–3x4¾	201.5	21.0	55–2600	L	G	C	2½	7	4	PC	No	Str	V	D-R	D-R	47
48	White.....15 B	1545	133	150	7500	3402	P 30x5	P 30x5	Own GKA	4–3¾x5⅜	226.4	22.5	31–1600	L	G	C			2	PG	No	Zen	V	L-N	L-N	48
49	White.....60	1850	138	157	8000	3739	P 30x5	P 30x5	Own 2A	6–3½x4½	260.0	29.4	54–2100	L	G	S	2¾	9 A	7	FP	No	Zen	V	D-R	D-R	49
50	World.....DA-60	1195	150	166	8500	3650	B 6.00/20	DB6.00/20	Lyc WTG	6–3x4¾	201.5	21.6	63–2900	L	G	C	2⅜	7	4	CC	No	Zen	V	A-L	A-L	50
	1¼ Ton																									
51	Brockway.....75		137	149	7500	3450	P 32x6	P 32x6	Con	6–3½x4⅝	248.2	27.3	65–2700	L	G	C	2¾	10 A	7	CC	No	Zen	V	A-L	A-L	51
52	Clinton.....20B	1995	150	opt	7750	3750	P 30x5	P 30x5	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2½	7 H	3	PC	No	Zen	V	Spl	D-R	52
53	(X) GMT T-15 or T-17	680	130	141	6500	2670	B 5.50/20	P 32x6	Pontiac	6–3 A x3⅞	200.3	26.3	58–3000	L	G	B	2 A r	5½	3	PC	No	Mar	M	D-R	D-R	53
54	Gotfredson.....RB 24		131	160		3200	P 30x5	P 30x5	Bud WTU	6–3½x4	226.4	22.5	36–1800	L	G	C	2½	7 H	3	PC	No	Zen	V	D-R	D-R	54
55	Gotfredson.....RB 26		136		3500	3400	P 30x5	P 30x5	Own	6–3½x4	214.7	27.3		L						PC	No	Joh	V	D-R	D-R	55
56	Indiana.....11X		120	120	8000	3350	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 A	3	CC	No	Str	G	A-L	A-L	56
57	Indiana.....11		129	165	8000	3500	P 30x5	P 30x5	Her	4–4x5	251.3	25.6	46–2000	L	G	C	2	9 A	3	CC	No	Str	G	A-L	A-L	57
58	Indiana.....74		137	149	7500	3450	P 32x6	P 32x6	Con	6–3¾x4½	248.2	27.3	65–2700	L	G	C	2¾	10 A	7	CC	No	Str	V	A-L	A-L	58
59	Kenworth.....70	1375	140	152		3450	P 30x5	P 30x5	Con 18E	6–3½x4	214.7	27.3	61–3000	L	C	A	2½	8 H	7	PC	No	Zen	M	D-R	D-R	59
60	La Fra.-Republic...C-1		144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6–3¼x4½	224.0	25.3	61–2750	L	G	S	2⅜	8 A	4	PC	No	Zen	V	A-L	A-L	60
61	Moreland.....Ace	1550	136		6800	3000	B 7.00/20	B 7.00/20	Con 18E	6–3½x4	214.7	27.3	61–3000	L	C	S	2½	9½	7	PC	No	Zen	V	A-L	A-L	61
	1½ Ton																									
62	Acme.....3X		150	Op	8900	4000	B6.00/20	DB6.00/20	Con 16C	6–3½x4⅝	248.3	22.3	66–3200	L	G	C	2⅜	10	7	PC	No	Str	M	A-L	A-L	62
63	Atterbury.....K		145	160	8000	3640	P32x6	P 32x6	Lyc WTG	6–3x4¾	201.4	21.6	64–2800	L	G	C	2⅜		4	CC		Zen	G	D-R	D-R	63
64	Autocar.....A	3200	150	192	12000	5060	P 34x7	P 34x7	Own	6–4x4¾	358.0	38.4	82–2400	L	G	C	3	13½	7	FP	Pe	Str	V	D-R	D-R	64
65	Available.....T-10		Op	Op	9000	4000	P 30x5	P 30x5	Con 18E	6–3¾x4	215.0	27.3	61–2900	L	G	A	2½	9 H	7	PC	No	Sch	M	D-R	D-R	65
66	Available.....T-13		Op	Op	9000	4200	P 32x6	P 32x6	Con 16C	6–3¾x4⅝	248	27.3	66–2600	L	C	C	2⅜	10 A	7	PC	No	Sch	M	D-R	D-R	66
67	Brockway.....90		149	168	9000	4050	P 32x6	P 32x6	Con	6–3¾x4⅝	248.2	27.3	65–2700	L	C	C	2⅜	10 A	7	CC	No	Zen	M	A-L	A-L	67
68	(Y) Chevrolet..Utility	625	131			2375	P 30x5	DP 30x5	Own	6–3 A x3¾	194.0	26.3	50–2600	H	G	C	2 A r	5 H	3	PG	No	Car	P	D-R	D-R	68
69	Chevrolet....UL Dual	590	157		8	2 0	P 30x5	DP 30x5	Own	6–3 A x3¾	194.0	26.3	50–2600	H	G	C			3	PG	No	Car	M	D-R	D-R	69
70	Clinton.....32	2195	150	Op	80	0	P 32x6	P 32x6	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2½	7 H	3	PC	No	Zen	V	Spl	D-R	70
71	Commerce.....40	2990	168			47 0	P 34x5	DP34x5	Bud DS6	6–3⅝x5	309.6	31.5	56–2100	L	G	C	2½	7⅛	4	PC	No	Zen	V	A-L	A-L	71
72	Commerce.....S 11	1900	162			4300	P 30x5	DP30x5	Bud HS 6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	72
73	Condor.....CBV4	885	131	180	10000	3525	B 6.00/20	DB6.50/20	Con W-10	4–3¼x4¼	200.4	24.0	50–2800	L	G	C	2⅜	5⅞	4	PC	No	Til	M	A-L	A-L	73
74	Condor.....CBV6	985	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6–3⅜x4	214.7	27.3	61–3000	L	C	A	2⅜	6¾	4	PC	No	Til	M	A-L	A-L	74
75	Corbitt.....7B6		150	170	8500	3410	P 32x6	P 32x6	Con 18E	6–3½x4	214.7	27.3	61–3000	L	C	A	2½	8 H	7	FP	No	Zen	V	D-R	D-R	75
76	Corbitt.....8B4		134	134	8500	3200	B 6.00/20	P 32x6	Con W10	4–3¾x4¼	200.4	24.0	49–2800	L	C	A	2½	5⅞	3	FP	No	Zen	M	D-R	D-R	76
77	Corbitt.....8B6		136	136	8500	3275	B 6.00/20	P 32x6	Con 25A	6–3¾x4	214.7	27.3	61–3000	L	C	A	2½	6¾	4	FP	No	Zen	M	D-R	D-R	77
78	Day Elder.....85	1645	135	168	8500	3750	B 6.00/20	DB6.50/20	Con 16-C	6–3¾x4⅝	248.3	27.3	65–2700	L	C	C	2⅜	10 A	7	FP	No	Zen	M	D-R	D-R	78
79	Diamond T 216, 1-1½	695	135	158	8000	3300	B 6.50/20	B 6.50/20	Her JXA	6–3½x4¼	228.0	27.3	56–2400	L	G	C	2½	10 H	7	PC	No	Zen	M	A-L	A-L	79
80	Diamond T.....291	1325	156	168	11000	4400	B 6.50/20	DB6.50/20	Her WXA2	6–3½x4½	268.0	29.4	58–2400	L	G	C	2½	13½	7	PC	No	Zen	M	A-L	A-L	80
81	Dodge Bros...UF-30	595	136	136	8225	2581	B 6.00/20	P 32x6	Own	4–3¾x4¼	196.0	21.0	48–2800	L	G	A	2¼	6½	3	FP	No	Car	M	D-R	D-R	81
82	Dodge Bros.....F-30	695	136	136	8275	2631	B 6.00/20	P 32x6	Own	6–3¾x4¼	211.5	25.3	66–3200	L	G	A	2¼	6½	4	FP	No	Car	M	D-R	D-R	82
83	Dodge Bros.....UF31	670	165	165		2757	B6.00/20	P 32x6	Own	4–3½x4¼	196.0	21.0	48–2800	L	G	A	2¼	6½	3	FP	No	Car	M	D-R	D-R	83
84	Dodge Bros.....F31	770	165	165		2807	B 6.00/20	P 32x6	Own	6–3½x4½	189.8	23.4	66–3200	L	G	A	2¼	6½	4	FP	No	Car	M	D-R	D-R	84
85	Dodge Bros.....F-35	1425	140	140	10175	3780	B 6.00/20	DB6.00/20	Own	6–3½x3¾	208.0	27.3	63–3200	L	G	A	2½	10 H	7	FP	Ha	Zen	M	D-R	D-R	85
86	Dodge Bros.....F-36	1485	165	165	10575	3972	B 6.00/20	DB6.00/20	Own	6–3½x3⅞	208.0	27.3	63–3200	L	G	A	2½	10 H	7	FP	Ha	Zen	M	D-R	D-R	86
87	Douglas.....BGC4	1900	109	109	9000	3900	P 30x5	DP30x5	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2½	7 H	3	PC	Bu	Zen	V	R.Bo	I	87
88	Douglas.....B4	3075	150	Op,	9000	3925	P 30x5	P 32x6	Bud WTU	4–3¾x5½	226.4	22.5	36–1800	L	G	C	2½	7 H	3	PC	Bu	Zen	E	L-N	L-N	88
89	Douglas.....B6	2175	150	Op	10500	4100	P 30x5	P 32x6	Bud HS6	6–3½x4½	241.6	27.3	57–2500	L	G	C	2¾	8	4	PC	Bu	Zen	V	L-N	L-N	89
90	Duplex.....GF	2800	143		8300	4700	P 32x6	P 34x7	Bud WTU	4–3¾x5½	226.4	22.5	37–1800	L	G	C	2¾	8	3	PS	No	Zen	V	A-L	A-L	90
91	Duplex.....GS	2950	143		8500	4800	P 32x6	P 34x7	Bud HS6	6–3¾x4½	241.6	27.3	57–2500	L	G	C	2¾	8 H	4	FP	No	Zen	V	A-L	A-L	91
92	Fageol.....101	900	143	167		3700	B 7.00/20	B 7.00/20	Wau XAK	4–3¾x4¼	210	22.5	40–2150	L	G	A	2¼	6 A	3	FP	No	Zen	M	D-R	D-R	92
93	Fageol.....106	1400	161	173		3975	B 7.00/20	B 7.00/20	Wau TS	6–3¼x4¾	219.0	23.4	58–2500	L	G	A	2¾	7½	4	PC	No	Zen	M	D-R	D-R	93
94	Federal.....D2	795	131	151	8000	3225	B 6.00/20	P 32x6	Con W10	4–3¾x4¼	200.5	24.0	48–2500	L	C	A	2½	5⅞	3	PC	Mo	Zen	M	D-R	D-R	94
95	Federal.....E6	895	132	156	8000	3275	B 6.00/20	P 32x6	Con 17E	6–3¾x4	215.0	27.3	60–2600	L	C	A	2½	9 H	7	PC	KP	Zen	V	D-R	D-R	95
96	Fisher-Std. 10-AX, 1½-2		136	165	8800	3220	P 30x5	P 32x6	Con 17E	6–3½x4	214.7	27.3	60–2800	L	C	A	2½	9 H	7	FP	No	Zen	M	A-L	A-L	96
97	Fisher-Std.....15-A		144		8000	3250	P 30x5	P 32x6	Con 17E	6–3½x4	214.7	27.3	60–2800	L	C	A	2½	9 H	7	FP	No	Zen	M	A-L	A-L	97
98	Fisher-Std.....16A		156		8800	3700	P 32x6	P 32x6	Con 16C	6–3½x4⅝	248.2	22.3	65–2700	L	C	C	2⅜	10 A	7	FP	No	Zen	M	A-L	A-L	98
99	F.W.D.....H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4–4x5	251.0	25.6	50–2000	H	G	C	2 A r	8	3	PC	No	Zen	V	A-L	A-L	99
100	Ford.....AA	495	131	157		2723	B6.00/20	P32x6	Own	4–3⅛x4¼	200.5	24.0	40–2200	L	G	A	1½	7	3	PG	No	Zen	G	Own	Own	100
101	Ford.....AA	525	157			2830	B6.00/20	P 32x6	Own	4–3⅛x4¼	200.5	24.0	40–2200	L	G	A	1½	7	3	PG	No	Zen	G	Own	Own	101
102	Garford.....40	2900	168			4700	P 34x5	DP34x5	Bud DS6	6–3⅝x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	102
103	Garford.....S 11	1900	162			4300	P 30x5	DP30x5	Bud HS 6	6–3¾x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	103
104	(X) Gen. M.T-15 or T-17	680	130	141	6500	2670	B5.50/20	P 32x6	Pontiac	6–3 A x3⅞	200.3	26.3	58–3000	L	C	B	2 A r	5⅝	3	PC	No	Mar	M	D-R	D-R	104
105	(X)Gen. . Mot. T-19	745	130	164	8500	2850	B 5.50/20	P 32x6	Pontiac	6–3 A x3⅞	200.3	26.3	58–3000	L	C	B	2 A r	5⅝	3	PC	No	Mar	M	D-R	D-R	105
106	(X)Gen. . Mot. T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6–3½x4½	257.5	28.3	76–2500	H	G	C	2 A r	8½	3	PC	Ha	Mar	M	D-R	D-R	106
107	Gotfredson.....RB34		136	157	10100	3300	B6.50/20	B6.50/20	Bud H199	4–3¾x4½	199.0	22.5	55.5–2800	L	G	C	3	7¾	5	FP	No	Zen	M	D-R	D-R	107
108	Gotfreson.....RB36		136	157	10100	3300	B6.50/20	B6.50/20	Bud J214	6–3¾x4	214.0	27.3	61.5–3000	L	G	C	2 A r	8¾	7	FP	No	Zen	M	D-R	D-R	108
109	Gramm...BX4, 1½-2	895	131	180	10000	3525	B 6.00/20	DB6.00/20	Con W-10	4–3⅛x4¼	200.4	24.0	50–2800	L	C	A	2½	5⅞	3	PC	No	Til	M	A-L	A-L	109

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x¼	C		28½		36x1¾	54x1¾	N	1
2	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66			L4IH	125	TX	War	5x1¾x¼	C	53⅛	26½	42½	35½x1¾	53¾x1¾	N	2
3	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66			L4IH	125	TX	War	5x1¾x¼	C	53⅛	26½	42½	35½x1¾	53¾x1¾	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.7	14.3	Own				War									4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7	11.7	Own	O4IM	168	2I	Own		C				30½x	39½x	N	5
6	Lon	P.Own	Pontiac	U	3	No	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x½	C			44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	68¼	39	34	38x2	50¼x2½	N	7
8	Lon	P.Lon	W-G	U	3	No	U-P 2	Sal	S½	H	4.7	14.2	Clark	4IH	154	T	Ros	5½x2¼x¼	C				36x2	54x2	N	8
9	Har	P.B&B	W-G	U	3	....	Spi	Sal	S¼	..	4.7	14.7	Sal	L4IH	141	TX	Ros	6x2x½	C				37x2	55x2	N	9
10	McC	P.Lon	W-G	U	3	No	Spi 2	Own	S¼	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x¼	C			43½	36x1¾	54x1¾	N	10
11	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.6	12.4	Own	B4IM	143	4I	Own	5¼x2¼x¼	C				36x1¾	51x1¾	N	11
																							1500 Pounds			
12	Fed	P.B&B	W-G	U	3	No	Spi	Own	S¼	H	5.63	212	Own	L4IH	189	TX	Han	6x2¾x½	C	66⅞	31	37⅛	39x2	48x2½	N	12
13	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x½	C	66⅞	31	37⅛	39x2	48x2½	N	13
14	Own	D.Own	Own	U	3	....	Own	Own	S½	..	4.9	15.5	Own													14
15	Lon	P.Lon	W-G T9	U	4	No	Spi 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6½x2¼x½	C	84	47½	32	40x2	54x2½	N	15
16	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	16
17	Mod	Roc	MM-O	U	3	No	M.M.4	Own 600	S¼	H	4.45	17.4	Own 100	B4IM	212	2I	Ros	4½x1¾x½	T	93⅛	53½	32	40x2	52x2	¼	17
18	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x½	P	96	55	34	36x2¼	48x2½	..	18
																								1 Ton		
19	Fed	P.B&B	War T9	U	4	....	Spi 300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5¼x3¾x¼	..	96	53½	34	38x2¼	50x2¼	N	19
20	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x½	C	90	52½	34	37x2¼	52x2½	N	20
21	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x¼	C	95	55	34	37x2¼	52x2½	N	21
22	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	22
23	Per	D.Jon	W-G T9	U	4	No	Blo	Tim53200BF	BF	H	5.66	36.3	Tim 3000	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	23
24	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	241	4I	Ros	5¼x3¾x½	C	106½	58½	34	40x2¼	54x2½	½	24
25	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x½	T	93	51½	34	42x2	50x2½	N	25
26	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.6	36.1	Own	L4IH	206	TX	Han	6–2¾x½	C	85⅞	50	37⅛	39x2	48x2½	N	26
27	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.1	33.4	Own	L4IH	206	TX	Han	6–2¾x½	C	85⅞	50	37⅞	39x2	48x2½	N	27
28	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x½	T	96	58¾	34	39¼x2	49x2½	½	28
29	Own	.....	Own	U	4	....	U-P	Cla	S½	..	5.67	37.2	Own	L4IH					P							29
30	Lon	P. Lon	Cov F4B	U	4	No	Spi 3	Tim 52200H	SF	H	5.83	37.3	Tim 11703H	L4IH		TX	Ros	6½x2¾x¼	C	88	54½	32	40x2	54x2½	N	30
31	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N	31
32	Lon	P.Own	Own	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	32
33	Per	D.Jon	W-GT9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	33
34	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200H	BF	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½	34
35	Own	D.Ful	Ful DU-10	U	3	No	Blo	Tim 52200H	BF	H	4.86	20.8	Tim 11703H	L4IH	230	TX	Ros	5½x2½x¼	C	97	57½	30½	38x2	50x2¼	N	35
36	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R	..	..	Tim 11703 H	L4IH		TX	Ros	5x2¼x¼	C	86		34	41x2¼	50x2¼	N	36
37	G&O	P.B&B	War	U	3	No	Spi 2	Col	S¼	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x½	C	90	52½	34	37x2¼	52x2½	N	37
38	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S¼	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x½	C	96	56	34	37x2¼	52x2½	N	38
39	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710- H	L4IH	378	TX	Han	5½x2x½	C	96	54	31½	38x2	52½x2½	N	39
40	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH	378	TX	Han	5½x2x¼	C	108	66	31½	38x2	52½x2½	N	40
41	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R	..	6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x½	..	106¾	63	34	36x2¼	48x2½	N	41
42	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R	..	5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	..	103½	63	34	36x2¼	48x2½	N	42
43	McC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5¾x2x½	C	52¾	26	41¼	36x1¾	55x2	N	43
44	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF	..	5.1	25.5	Col 5530				Han	6x2½x½	..	103½	63	34	36x2¼	48x2½	N	44
45	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2½x¼	C	96	57	34	38x2¼	50x2½	N	45
46	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x½	C	77¼	40½	32	38x2¼	50x2½	N	46
47	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x½	C	77¼	40½	32	38x2¼	50x2½	N	47
48	Own	P.Own	Own TBC	A	4	No	Spi	Own 15B	S½	R	3.99	15.6	Own 15B	O2IM	226	2I	Own	5½x3½x½	C	97⅞	57½	34	41½x2	53¼x2¼	N	48
49	Own	P.Own	Own 3B	U	3	No	M.M2	Own 4C2	S½	H	4.73	17.8	Own 4D	L4IH	138	TX	Han	6x2½x¼	C	112	58¾	34½	39x2¼	50x2½	N	49
50	Per	P.Lon	WGT9	U	4	No	Spi 3	Tim 53200H	SF	H	6.38	40.8	Tim 30000H	L4IH	377	TX	Ros	6¾x2¾x½	T	126	70	34	38x2½	54x2½	N	50
																								1¼Ton		
51	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x½	C	95	55	34	37x2¼	52x2½	N	51
52	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x½	T	Opt	Opt	34	35½x2¼	51x2½	N	52
53	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	53
54	McC	P.B&B	B-L 20A	U	3	....	Spi	Tim 52000H	B½	..	5.83	24.2	Tim 11703H				Ros									54
55	Lon	D.B-L	B-L 20-A	U	4	No	Spi	Tim 52000H	BF	H	Opt	Opt	Tim 52000H	L4IH		TX	Ros	5¼x2¾x¼	C			32½	38x2½	54x2½		55
56	Mcc	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x½	C	52¼	44½	34	40¼x2½	38¼x2½	N	56
57	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	25.5	Shu	K2IM	376	2I	Ros	5½x3½x½	C	99	54½	34	40x2¼	54x2½	N	57
58	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x½	C	96	56	34	37x2¼	52x2¼	½	58
59	Per	P.B-.	B-L 214	U	4	No	Spi 3	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½	59
60	G&O	P.B&B	FulWO-BB	U	4	No	Spi	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60¼	32	38x2	57½x2½	½	60
61	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH	413	TI	Ros	5¼x1¼x¼	C	101¼	56	....	38.2¼	48x2½	N	61
																								1½Ton		
62	Per	B-L	B-L 214	U	4	....	Spi	Tim 53200H	BF	H	5.66	36.3	Tim 30000H	L4ID	330	TX	Ros	6x3½x¼	C	108	71	34	38x2½	54x2½	N	62
63	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B	..	6.50	39.7	Tim 11710H	L4IH	437	....	Ros	5¾x3¾x1¼	..	118	66½	34	38x2¼	50x2½	N	63
64	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x¼	C	114½	63½	34	40x2½	54x3	N	64
65	You	D.B-L	B-L 214	U	4	No	Blo	Tim 52200H	SF	H	5.83	37.4	Shu 5429	L4IH	294	TX	Ros	6x2¼x½	P	Opt	Opt	31¾	38x2¼	48x2½	½	65
66	You	D.B-L	B-L 214	U	4	No	Blo	Tim 5220H0	SF	R	5.83	37.4	Shu 5429	L4IH	294	TX	Ros	6x2¼x½	P	Opt	Opt	31¾	38x2¼	48x2½	½	66
67	G&O	P.B&B	.....	U	4	No	Spi 3	Tim	SF	H	5.83	37.4	Col	B4IM		CD	Ros	5¾x2½x¼	C	113	67	34	37x2¼	52x2½	½	67
68	Har	P.Own	Own	U	4	....	Own	Own	S¼	..	4.88	30.0	Own				Own				86¼	51½				68
69	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2½x7½	C	112½	77¼	37	36x1¾	45x2½	N	69
70	Per	D.B-L	E-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x½	T	Opt	Opt	34	35½x2¼	51x2½	N	70
71	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	71
72	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83.	34	36x2¼	48x2½	N	72
73	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	380	FD	Ros	6x2¾x¼	C	81¼	51½	34	36x2¼	45x2½	½	73
74	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 53200	BF	H	5.66	36.3	Tim 30000	L4IH	360	FD	Ros	6x2¾x¼	C	81¼	51½	34	36x2¼	45x2½	½	74
75	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH	380	TX	Ros	5½x2½x¼	P	Opt	Opt	34	38x2½	50x2½	½	75
76	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5¾x3¾x¼	P	96	53	34	38x2¼	50x2½	N	76
77	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5¾x3¾x¼	P	96	55	34	38x2¼	50x2½	N	77
78	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 52200H	BF	H	6.60	42.3	Tim 11703H	L4IH	229	TX	Ros	5¾x3¾x¼	C	105	57	34	40x2¼	54x2½	½	78
79	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	252	TX	Ros	6½x2½x¼	T	93	51½	34	42x2	50x2½	N	79
80	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F304	L4IH	279	TX	Ros	6½x3x¼	T	122	76¼	34	40x2½	50x2½	½	80
81	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3½x½	C	88¾	52⅜	37½	39x2	48x2½	N	81
82	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IE	187	TX	War	7x3½x½	C	88¾	52⅜	37½	39x2	48x2½	N	82
83	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3½x½	C	88¾	52⅜	37½	39x2	48x2½	N	83
84	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH	187	TX	War	7x3½x½	C	88¾	52⅜	37½	39x2	48x2½	N	84
85	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7½x2½x¼	C	119¼	62¼	34	40x2¼	56x3	N	85
86	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	41.4	Own	L4IH	311	TX	Han	7½x2½x¼	C	136¼	87¾	34	40x2½	56x3	N	86
87	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48¼x2½	½	87
88	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¼x¼	T	110	72	31	46x2½	52½x2½	½	88
89	Own	D.Ful	FulMKU12	U	4	No	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2¼	T	110	72	31	46x2½	52x2½	½	89
90	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM		2I	Ros	5x3x¼				34	39x2½	50x2½	N	90
91	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM		2I	Ros	5x3x¼	C			34	39x2½	50x2½	N	91
92	Per	P. Lon	W-G T9	U	4	No	Spi	Tim 53600H	BF	H	5.14	32.9	Tim 30010H	L4IH	257	TX	Ro-	5x3x½	C	120	65¾	34	32¼x2	50x2½	N	92
93	Per	P. Lon	W-G T9	U	4	No	Spi 3	Tim 52200H	B½	H	5.83	37.3	Tim 11706H	L4IH	282	TX	Ros	5x3x½	C	132	84	34	32¾x2½	50x2½	N	93
94	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N	94
95	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 370	SF	H	5.40	34.6	Cla F208	L4IH	377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N	95
96	Lon	P.B-L	B-L 214	U	4	No	Spi 3	Tim 53200H	FF	H	5.14	32.9	Tim 30000H	L4IH		TX	Ros	6½x2½x¼	C	108	60¼	32	40x2	54x2½	N	96
97	Lon	P.B-L	B-L 214	U	4	No	Spi 3	Tim 52200H	FF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¾x¼	C	106	68½	32	40x2	54x2½	N	97
98	Lon	B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	FF	R	5.83	38.5	Tim 31000H	L4IH	380	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	98
99	Per	D.Det	Cot A	A	4	Op	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5½x2½x½	C	112	81	36	42¾x2½	52¾x2½	½	99
100	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x½	C	81½	51¾	38½	30¾x2¼	36x2¼	N	100
101	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	2I	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	101
102	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	102
103	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	103
104	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x½	C	87	48	34	38x2	50¼x2½	N	104
105	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	105
106	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	106
107	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	32½x2¼	54x2½	N	107
108	Per	P.B&B	Cla B312	U	4	No	Spi	Cla B373	F	H	6.37	41.8	Cla F212	L4IH	377	TX	Ros	5¾x2¾x¼	C	108	58½	32½	38½x2¼	54x2½	N	108
109	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¼	51½	34	36x2¼	45x2½	½	109

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	Gramm...BX-6, 1½-2	995	131	180	10000	3725	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	74-3300	L	C	A	2⅜	6¾	4	PC	No	Tll	M	A-L	A-L	1
2	Gramm-Bernstein...J	....	146	...	9200	3980	B 6.50/20	DB6.50/20	Bud J-214	6-3⅜x4	214.0	27.3	62-3000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	2
3	Hahn & Selden....17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	66-3000	L	G	A	2½	8⅜	7	FP	No	Zen	V	A-L	A-L	3
4	Hahn.....317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅜	248.2	27.3	65-2760	L	G	..	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	4
5	Indiana.....111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¼	3	CC	No	Str	G	A-L	A-L	5
6	Indiana.....89	....	149	168	9000	4050	P 32x6	P 32x6	Con	6-3¾x4⅜	248.2	27.3	65-2700	L	G	C	2⅜	10⅜	7	CC	No	Str	V	A-L	A-L	6
7	International....A-2	675	136	160	.....	2800	B5.50/20	B6.00/20	Wau XAH	4-3½x4½	186	21	39-2400	L	G	C	2	6¾	3	PC	No	Zen	V	D-R	D-R	7
8	International....B-2	725	136	160	.....	2830	B5.50/20	B6/20	Wau XAH	4-3½x4½	186	21	39-2400	L	G	C	2	6¾	3	PC	No	Zen	V	D-R	D-R	8
9	International....AL-3	1450	138	164	.....	4300	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224	25.3	61-2800	L	G	C	2⅜	8¼	4	PC	No	Zen	V	D-R	D-R	9
10	Kenworth.....85	1550	140	152	.....	3700	P 30x5	DP30x5	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅛	8⅜	7	PC	No	Zen	M	D-R	D-R	10
11	Kleiber.....51	....	140	...	.....	....	P 30x5	P 30x5	Con 18E	6-3⅜x4	214.7	27.3	58-2600	L	C	S	2⅛	....	7	CC	No	Str	V	D-R	D-R	11
12	Kleiber.....80	....	140	152	8000	3625	B 7.00/20	B 7.00/20	Con 18E	6-3⅜x4	214.7	27.3	61-3000	L	C	C	2⅛	8⅜	7	FP	No	Str	V	D-R	D-R	12
13	LaFrance-Republic..C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8¼	4	PC	No	Zen	V	A-L	A-L	13
14	Lange.....R	2225	140	172	9300	4600	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅜	13½	7	PC	No	Zen	M	A-L	A-L	14
15	Larrabee.....25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3½x4¾	248.2	27.3	65-2700	L	G	C	2⅜	10⅛	7	FP	No	Zen	G	D-R	D-R	15
16	J eMoon.....HB10	1500	140	152	7500	3300	B 6.50/20	B 6.50/20	Con 16C	6-3½x4¾	248.0	27.3	65-2800	L	C	C	2⅜	10¼	7	PC	No	Str	G	D-R	D-R	16
17	Maccar.....36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3¾x4½	241.6	27.3	57-2400	L	G	C	2⅜	7½	4	PC	Bu	Str	V	D-R	D-R	17
18	Maccar.....36A	1900	155	171	10100	4800	P 32x6	DP32x6	Bud H-298	6-3¾x4½	298.0	33.7	83-2800	L	G	C	3	9½	7	FP	No	Str	M	D-R	D-R	18
19	Mack.....BL	2500	138	148	.....	....	B 6.00/20	DB6.00/20	Own BL	6-3¼x5	248.9	25.4	58-2600	L	G	A	2⅜	10⅜	7	FP	Ha	Str	V	N-E	N-E	19
20	Netco.....A	2800	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3½x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅜	4	FP	Ha	Zen	M	A-L	A-L	20
21	Relay.....40	2990	168	...	.....	5300	P 34x5	DP34x5	Bud DS 6	6-3½x5	309.6	31.5	56-2100	L	G	C	2⅜	7⅞	4	PC	No	Zen	V	A-L	A-L	21
22	Relay.....S 11	1900	162	...	.....	4500	P 30x5	DP30x5	Bud HS 6	6-3½x4½	241.6	27.3	53-2200	L	G	S	2⅜	8	4	PC	No	Zen	V	A-L	A-L	22
23	Reo.....1A, 1C	625	136	160	8000	.....	B 6.00/20		Own	4-3¼x4½	205.0	23.3	57-2800	L	G	S		....	5	FP		....	V	D-R	D-R	23
24	Reo.....1B, 1D	725	136	160	8000	....	B 6.00/20	P 32x6	Own	6-3½x4	214.7	27.3	61-3000	L	G	S		....	7	FP		....	V	D-R	D-R	24
25	Reo.....DFX Tonner	1095	129	135	9000	3200	B 6.00/20	DB6.00/20	Own	6-3½x5	268.3	27.3	85-3200	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	25
26	Reo.....DFX Tonner	895	129	135	9000	3200	B 6.00/20	P 32x6	Own	6-3½x5	268.3	27.3	85-3200	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	26
27	Rugby.....6-15	865	135	...	7150	2850	B 5.50/20	P32x6	Con 22A	6-3¼x4	199.0	25.3	71-3300	L	C	S	2⅜	6½	4	PC	No	Str	M	A-L	A-L	27
28	Schacht.....10	....	156	170	.....	4400	B 6.50/20	DB6.50/20	Con 16C	6-3½x4¾	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	28
29	Selden.....317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3½x4⅜	248.2	27.3	65-2760	L	G	C	2⅜	10⅜	7	FP	No	Str	V	D-R	D-R	29
30	Service.....40	2990	168	...	.....	4700	P 34x5	DP34x5	Bud DS 6	6-3½x5	309.6	31.5	56-2100	L	G	C	2⅜	7⅞	4	PC	No	Zen	V	A-L	A-L	30
31	Service.....S11	1900	162	...	.....	4300	P 30x5	DP30x5	Bud HS6	6-3¾x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	31
32	Sterling.....FB30	....	142	162	.....	2950	B6.50/20	B6.50/20	Con 25A	6-3⅜x4	214.7	28.0	72-3300	L	C	A	2⅜	6¾	4	CC	....	Zen	M	D-R	D-R	32
33	Sterling.FB35-1½, 1¾	....	142	162	.....	3050	B6.50/20	B6.50/20	Con 25A	6-3½x4	214.7	28.0	72-3300	L	C	A	2⅜	6¾	4	CC	....	Zen	M	D-R	D-R	33
34	Stewart.....40	895	130	160	.....	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¼x4½	199.0	22.5	50-2600	L	G	C	2½	7¼	3	PC	No	Str	V	D-R	D-R	34
35	Stewart.....40X	995	130	160	.....	3350	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60-2800	L	G	C	2½	7¼	4	PC	No	Str	V	D-R	D-R	35
36	Stewart.....34X	1195	145	176	.....	3710	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2½	9⅛	4	FP	....	Zen	V	No	D-R	36
37	Studebaker.....S-20	695	130	160	.....	2985	B 6.00/20	P 32x6	Own	6-3¼x4½	205	25.4	70-3200	L	C	C	2½	9	4	CC	....	Str	M	D-R	D-R	37
38	White.....61	2450	148	196	.....	4789	P 30x5	DP30x5	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅜	9¼	7	FP	Ha	Zen	V	D-R	D-R	38
39	Wichita.....6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70-2200	L	G	C	2⅜	12½	7	CC	Wa	Str	V	D-R	D-R	39
40	Willys Six.....C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6⅜	4	CC	No	Tll	M	A-L	A-L	40
41	Willys Six.....C157	630	157	157	7000	2900	B5.50/20	P 32x6	Own C-157	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6⅜	4	CC	No	Tll	M	A-L	A-L	41
42	Witt-Will.....S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50-2200	L	C	C	2⅜	8⅜	3	PC	No	Zen	V	D-R	D-R	42
43	Witt-Will.....C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3½x4⅜	248.2	27.3	66-3200	L	C	C	2⅜	10⅜	7	PC	No	Zen	M	D-R	D-R	43
44	Woods.....32	1995	160	Op	....	4400	B 6.50/20	DB6.50/20	Her WXA-2	6-3½x4½	260	29.4	60-2400	L	G	C	2⅜	13½	7	PC	No	Str	M	A-L	A-L	44
45	World.....DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7⅛	4	PC	No	Zen	V	A-L	A-L	45
	1¾ Ton																									
46	Condor.....CB	1460	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2¾	8¼	4	PC	No	Zen	V	A-L	A-L	46
47	Federal.....F7	1525	132	152	9000	3765	P 30x5	DP30x5	Con 16C	6-3¾x4¾	248.0	27.3	64-2500	L	C	C	2¾	10⅜	7	PC	KP	Zen	M	D-R	D-R	47
48	Gramm.....B	....	140	174	12000	4150	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2¾	8¼	4	PC	No	Zen	V	A-L	A-L	48
	2 Ton																									
49	Acme.....4X	....	179	Op	12500	5500	B7.50/20	DB7.50/20	Con 16R	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	PC	Ha	Str	V	A-L	A-L	49
50	Amer. LaF. Chief 9R	3650	180	Op	12000	6000	P 32x6	DP32x6	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	50
51	Atterbury.....G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62-2800	L	G	C	2½	....	4	CC	....	Zen	M	A-L	A-L	51
52	Atterbury.....45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3¾x4½	278.6	31.6	85-3000	L	G	C	2½	....	4	CC	....	Zen	M	A-L	A-L	52
53	Autocar.....A	3200	150	192	12000	5060	P 34x7	P34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	53
54	Autocar.....D	3500	150	192	16000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	54
55	Available.....T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6-3½x4½	248	27.3	66-2600	L	G	C	2½	10⅞	7	PC	Ha	Sch	M	D-R	D-R	55
56	Brockway.....120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	No	Zen	M	A-L	A-L	56
57	Brockway.....140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	57
58	Chicago.....1-20-A	....	146	206	.....	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3½x4¾	255.0	27.6	68-2500	L	G	C	2½r	9½	3	FP	No	Str	M	A-L	A-L	58
59	Clinton.....45	2840	162	Op	11000	4875	S 34x4[a]	DS34x4[a]	Bud KTU	4-4x5½	263.9	25.6	43-2000	L	G	C	2½r	9⅛	3	PC	No	Zen	V	Sp	D-R	59
60	Coleman.....C29	....	109	144	12300	6100	P 34x7	P 34x7	Bud DW 6	6-3¾x5	298.0	27.3	86-3000	L	G	C	3	9⅞	7	FP	No	Str	V	D-R	D-R	60
61	Commerce.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3½x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	61
62	Commerce.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	53-2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	62
63	Concord.....GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	63
64	Condor.....CCV4	1085	131	180	12000	3900	B 6.50/20	DB6.50/20	Con W11	4-4½x4¼	227.0	27.2	55-2600	L	G	C	2½	5⅞	3	PC	No	Tll	M	A-L	A-L	64
65	Condor.....CCV6	1230	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3½x4⅜	248.2	27.2	70-3000	L	C	C	2½	10	7	FP	No	Tll	M	A-L	A-L	65
66	Condor.....CC	1760	160	196	14000	4800	B 7.00/20	DB7.00/20	Lyc ASB	6-3½x4½	278.6	31.5	82-2600	L	G	C	2½	9¼	4	PC	No	Zen	M	A-L	A-L	66
67	Corbitt.....9B6	....	152	183	10100	4200	P 32x6	DP32x6	Con 16C	6-3½x4½	248.2	27.3	65-2700	L	C	C	2½	10⅛	7	FP	No	Zen	V	D-R	D-R	67
68	Corbitt.....10B6	....	169	169	10100	3950	B 6.50/20	DB6.50/20	Con 25A	6-3½x4	214.7	27.3	61-3000	L	C	A	2½	6⅜	4	PC	....	Zen	M	D-R	D-R	68
69	Day-Elder.....110	2095	156	186	11000	4600	B 7.00/20	DB7.00/20	Con 16C	6-3½x4½	248.3	27.3	65-2700	L	C	C	2½	10⅛	7	FP	No	Zen	M	D-R	D-R	69
70	Diamond T.291-1¼,2T	1325	156	168	11000	4400	B6.50/20	DB6.50/20	Her WXA2	6-3½x4½	268.0	29.4	58-2400	L	G	C	2½	13¼	7	PC	No	Zen	M	A-L	A-L	70
71	Diamond T.303-2-2½ T	1585	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	66-2400	L	G	C	2½	13¼	7	PC	Ha	Zen	M	A-L	A-L	71
72	Dodge Bros.....F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3½x5	309.6	31.5	96-3000	L	G	A	2½	11¾	7	FP	Ha	Ste	M	D-R	D-R	72
73	Dodge Bros.....F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3½x5	309.6	31.5	96-3000	L	G	A	2½	11¾	7	FP	Ha	Ste	M	D-R	D-R	73
74	Douglas.....CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5½	263.9	25.6	43-2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	V	R-Bo	I	74
75	Douglas.....C4	3195	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5½	263.9	25.6	43-2000	L	G	C	2½	9⅛	3	PC	Bu	Zen	E	L-N	L-N	75
76	Douglas.....C6	3320	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	76
77	Duplex.....S	3600	160	Op	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61-2100	L	G	C	2½r	9	4	PC	No	Str	V	A-L	A-L	77
78	Fageol.....135	2250	161	177	.....	5100	P 30x5	DP30x5	Wau TL	6-3½x4¾	255	27.3	68-2500	L	G	A	2½r	7⅞	4	FP	No	Zen	M	D-R	D-R	78
79	Federal.....A6	1855	151	176	10500	4580	P 32x6	DP32x6	Con 16C	6-3½x4½	248	27.3	64-2500	L	C	C	2½	10⅛	7	PC	KP	Zen	V	D-R	D-R	79
80	F.W.D.....BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2½	12⅜	7	PC	Wa	Zen	M	R-Bo	N-E	80
81	F.W.D.....H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2½	12⅜	7	PC	Wa	Zen	V	Eis	N-E	81
82	Garford.....40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3½x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	82
83	Garford.....S11	2030	162	...	.....	4500	P 32x6	DP32x6	Bud HS6	6-3½x4½	241.6	27.3	53-2200	L	G	C	2½	8	4	PC	No	Zen	V	A-L	A-L	83
84	(X)Gen. M. T19.....	845	130	164	8500	2925	P 30x5	DP30x5	Pontiac	6-3¼x3⅝	213.6	26.3	58-3000	L	C	B	2½r	5½	3	PC	No	Mar	M	D-R	D-R	84
85	(X)Gen. M. T25.....	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3¼x4⅜	257.5	28.3	76-2500	H	G	C	2½r	8½	4	PC	Ha	Mar	M	D-R	D-R	85
86	(X)Gen. Mot.....T-26	1360	130	164	11000	3685	B 6.50/20	B 8.25/20	Own 257	6-3¼x4½	257.5	28.3	76-2500	H	G	C	2½	8½	4	PC	Ha	Mar	M	D-R	D-R	86
87	(X)Gen. M. T30.....	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3¼x4⅜	257.5	28.3	76-2500	H	G	C	2½	8½	4	PC	Ha	Mar	M	D-R	D-R	87
88	Gotfreson.....RB46	....	....	....	12100	4800	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9⅞	7	FP	Ha	Zen	M	D-R	D-R	88
89	Gramm.....CX4, 2-3	1095	131	180	12000	3950	B 6.50/20	DB 6.50/20	Con W-20	4-4½x4¼	227.0	27.2	55-2600	L	G	A	2½	5⅞	3	PC	No	Tll	M	A-L	A-L	89
90	Gramm.....CX6, 2-3	1295	131	180	12000	4150	B 6.50/20	DB6.50/20	Con 16C	6-3½x4⅜	248.2	27.2	70-3000	L	C	C	2½	10	7	FP	No	Tll	M	A-L	A-L	90
91	Gramm.....C, 2-3	....	160	196	14000	4820	B 7.00/20	DB7.00/20	Lyc ASB	6-3½x4½	278.6	31.5	82-2600	L	G	A	2½	9¼	4	PC	No	Zen	M	A-L	A-L	91
92	Gramm.....	....	157	174	.....	3400	P 30x5	P32x6	Knight	6-2¾x4½	177.	29.4	48-2600	S	G	C	2½	11¼	7	CC	Ha	Tll	V	A-L	A-L	92
93	Gramm-Bernstein 115S	....	146	196	9500	3750	P 30x5	P 30x5	Con 16C	6-3½x4⅜	248.3	27.3	66-2900	L	C	C	2½	10⅜	7	PC	No	Zen	G	A-L	A-L	93
94	Gramm-Bernstein..115	....	146	160	9500	4650	P 32x6	P 30x5	Lyc C4W	4-4x5	251.3	25.6	34-2000	L	G	C	2½	9⅞	5	PC	No	Zen	G	A-L	A-L	94
95	Gramm-Bernstein ..B6	....	144	184	11000	4590	P 32x6	DP32x6	Con 16C	6-3½x4⅜	248.2	27.3	66-2900	L	C	C	2½	10⅛	7	FP	No	Zen	V	A-L	A-L	95
96	G-P 45-6, 2-3 Ton....	2320	157	161	9500	3800	B7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	298.0	33.7	85-2900	L	G	C	2½	9½	4	PC	....	Str	M	A-L	A-L	96
97	G-P 45-8, 2-3 Ton....	2320	142	161	9500	3800	B7.50/20	DB7.50/20	.....	8-3¼x4	268.0	28.8	90-3300	L	G	C	2½	8⅛	5	PC	....	Str	M	A-L	A-L	97
98	Hahn & Selden 37	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6-3½x4⅜	248.2	27.3	65-2760	L	G	C	2½	10⅜	7	FP	No	Zen	V	A-L	A-L	98
99	Hug.....22	....	160	195	10080	5200	P 30x5	DP30x5	Bud HS6	6-3½x4½	241.6	27.3	57-2200	L	G	C	2½	8⅛	4	PC	Bu	Zen	V	A-L	D-R	99
100	Hug.....23	....	166	191	11620	5620	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	G	C	3	9⅞	7	FP	No	Zen	V	A-L	D-R	100
101	Hug.....60	....	118	...	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5½	226.4	22.5	37-1850	L	G	C	2½	7⅛	3	PC	No	Zen	V	Eis	D-R	101
102	Indiana.....120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	No	Str	M	A-L	A-L	102
103	Indiana.....140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6-4x4½	311	38.4	73-2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	103
104	Indiana.....111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26-2000	L	G	C	2	9⅛	3	CC	No	Str	G	Eis	Non	104
105	International.....A-4	1860	145	185	.....	5070	P 32x6	DP32x6	Own FBB	6-3½x4½	279	31.5	67-2600	H	G	C	2½	13⅛	7	PC	Ha	Zen	V	D-R	D-R	105
106	Kenworth.....100	1995	164	182	.....	4200	P 30x5	DP30x5	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	PC	No	Zen	M	D-R	D-R	106
107	Kleiber.....52	....	152	158	.....	3000	P 32x6	P 32x6	Con	6-3¾x4	214.7	27.3	61-3000	L	C	C	2⅛	9⅛	7	PC	No	Str	G	D-R	D-R	107
108	Kleiber.....100	....	158	170	10000	4400	B 7.00/20	DB7.00/20	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	PC	No	Str	M	D-R	D-R	108
109	LaFra.-Republic..D-1	....	144	175	9700	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2½	8⅜	4	PC	No	Zen	V	A-L	A-L	109
110	Lange.....L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2½	13½	7	PC	Pe	Str	M	A-L	A-L	110
111	Larrabee.....35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3½x4⅝	248.2	27.3	65-2700	L	G	C	2½	10⅛	7	FP	No	Zen	G	D-R	D-R	111
112	LeMoon.....HB18	2000	163	190	12000	3900	B7.00/20	DB7.00/20	Con 16C	6-3½x4½	248	27.3	65-2800	L	C	C	2½	10⅛	7	PC	No	Str	G	D-R	D-R	112
113	Maccar.....40A	2400	155	183	12400	5350	P 32x6	DP32x6	Bud H298	6-3¾x4½	298.0	33.7	83-2800	L	G	A	3	9⅞	7	FP	No	Str	M	D-R	D-R	113
114	Mack.....BG	3000	138	192	.....	....	P 32x6	DP32x6	Own BG	6-3½x5	309.6	31.5	75-2600	L	G	A	2½	10⅜	7	FP	Ha	Str	V	N-E	N-E	114
115	Moreland.....RR-7	2025	148	...	9300	4000	P 32x6	P 32x6	Con 16C	6-3¾x4¾	248.3	27.3	70-1300	L	..	C	2½	10⅛	7	PC	No	Zen	M	A-L	A-L	115

Line Number	Radiator Make	Clutch Type and Make	Gearset Make and Model	Gearset Location	Gearset No. of Forward Speeds	Gearset Aux. Locat. and Speeds	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Rear Axle Drive and Torque	Rear Axle Gear Ratios Reduc. in High	Rear Axle Gear Ratios Reduc. in Low	Front Axle Make and Model	Brakes Service	Brakes Area Service Brakes	Brakes Hand	Steering Gear Make	Frame Dim. Side Rail	Frame Type	Body Mounting Data Cab to Rear of Frame	Body Mounting Data Cab to Rear Axle	Body Mounting Data Width of Frame	Springs Front	Springs Rear	Springs Auxiliary Type	Line Number
																							1½ Ton—Cont'd			
1	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 52300 H	BF	H	6.2	39.6	Tim	L4IH	380	FD	Ros	6x2¾x1¼	C	81¾	51½	34	36x2¼	45x2½	½	1
2	You	D.B-L	B-L 214	U	4	No	Spi	Tim 52200 H	...	H	5.83	37.4	Tim 12703- H	L4IH	308	TX	Ros	6x2½x¼	C	118½	73¾	34	42x2½	50x2½	½	2
3	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5½x2¾x½	C	110	....	34	41x2½	50x2½	N	3
4	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	C	110	66	34	41x2¼	30x2½	..	4
5	MeC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	2I	Ros	5½x3¼x½	C	99	54	34	40x2¼	54x2½	N	5
6	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.8	Col	C4IM	292	TX	Ros	5½x2¼x¼	C	114	68	34	37x2¼	52x2½	..	6
7	Mod	P.M.M.	War T-9	U	4	No	MM.4	Own 702	SF	H	6.16	39.5	Own 101	BE4IM	212	TX	Ros	5½x2¼x½	T	93½	53½	32½	40x2	46x2½	N	7
8	Mod	P.M.M.	M.M. "O"	U	3	No	MM.4	Own 701	SF	H	6.16	47.3	Own 101	BE4IM	212	TX	Ros	5½x2¼x½	T	93½	53½	32½	40x2	46x2½	N	8
9	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98½	55½	32	40x2¼	52x2½	¼	9
10	Per	P.B-L	B-L	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH	220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½	10
11	Fed	D.B-L	B-L 20	U	4	No	Spi 5	Tim 51000H	BF	..	4.8	5.9	Tim 11710H	L4IH	308	TX	Ros	5½x3¼x¼	C	101	Opt	34	38x2¼	52x2½	N	11
12	Mod	D.B-L	B-L 214	U	4	No	Spi 4	Tim 33200H	BF	H	5.8	34.0	Tim 3000H	L4IH	308	TX	Ros	5½x3¼x¼	C	101	Opt	34	38x2¼	52x2½	..	12
13	G&O	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH	413	TX	Han	6x2x¼	C	109	60⅞	32	38x2	57½x2½	½	13
14	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x½	P	84	56	33	38x2¼	50x2½	N	14
15	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52300H	BF	H	5.83	37.4	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	..	15
16	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF	..	6.85	31.7	Tim 11703H	L4IH	136	TX	Ros	6x3x½	C	96	58	34	37½x2¼	40½x2½	N	16
17	Per	D.B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	315	TX	Ros	6½x3x¼	C	117¾	74½	32	42x2½	54x2½	½	17
18	Per	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	R	4.86	30.6	Tim 14703H	L4IH	315	TX	Ros	6½x3x¼	C	117¾	74½	32	42x2½	54x2½	½	18
19	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x½	T	109	64½	33½	40¼x2½	52¾x2½	N	19
20	Mod	D.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11708H	L4IH	229	ID	Ros	6x2½x¼	C	108	72	34	40x2½	50x3	N	20
21	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	21
22	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	22
23	.....	D.Lon	Cla	U	4	....	Cle	Cla B-373	S½	H	5.1	....	Own	L4IH	....	....	Ros	7x2¾x½	C	102	60	34	40x2	50x2½	..	23
24	.....	D.Lon	Cla	U	4	....	Cle	Cla B-373	S½	H	5.6	....	Own	L4IH	....	....	Ros	7x2¾x½	C	102	60	34	40x2	50x2½	..	24
25	Own	dp.Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	34.1	Own	L4IH	280	TX	Ros	6x3x¼x½	C	97	52	40½	38x2	50x2½	N	25
26	Own	dp.Lon	Own	U	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	280	TX	Ros	6x3x¼x½	C	97	52	40½	38x2	50x2½	N	26
27	MeC	P.B&B	B-L	U	4	No	Spi	Sal	S½	H	5.38	34.5	Sal	S4IM	275	TX	War	6x2¼x½	C	91¼	37½	34	36¾x2	50x2¼	..	27
28	You	P.B&B	Ful WO	U	4	No	Spi	Tim 52200A	BF	H	5.83	31.2	Tim 11703H	L4IH	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2¼	50x3	N	28
29	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	BF	..	5.1	....	Tim	L4IH	....	TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	29
30	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	30
31	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	31
32	Per	P.B&B	Cov F4B	U	4	No	Spi	Tim	BF	H	5.66	37.6	Tim	L4IH	269	TX	Ross	6x2½x½	C	96	57	34	38x2¼	50x2½	N	32
33	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	H	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2½x½	C	96	57	34	38x2¼	50x2½	N	33
34	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x½	C	77	40½	32	38½x2¼	50x2½	..	34
35	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM	....	TX	Ros	7½x2¼x½	C	77	40½	32	38½x2¼	50x2½	..	35
36	Own	P.B&B	War	U	4	No	Spi 3	Cla	F	H	5.6	22.0		B4IM	....	TX	Ros	7½x2¼x½	C	194½	48½	32	38½x2¼	50x2½	N	36
37	MeC	Lon	WGASI-T9	U	4	....	Spi	Tim 53600	S¼	H	5.66	35.8	Tim30010-A1	B4IM	224	....	Ros	6x2¾x½	C	85½	50½	34	36x1¾	45x2½	..	37
38	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	CX	Han	6¾x3½x¼	C	115½	68½	34½	41x2	54x3	..	38
39	You	D.Ful	Ful MLU	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA10	O2IM	320	RI	Ros	5½x2½x½	C	130¾	78¾	30	40x2¼	50x3	½	39
40	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	6x2¾x½	C	86¾	51½	37	36x1¾	45x2½	N	40
41	Fed	P.B&B	War	U	4	No	Spi	Cla	SF	H	6.37	40.8	Own	B4IM	235	4I	Own	7½x2¾x½	C	121½	77½	37	36x1¾	45x2½	N	41
42	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	6.8	36.3	Tim 14703	L4IH	....	TX	Ros	6x2½x¼	C	.....	.....	32	41x2½	54x3	½	42
43	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	5.83	31 2	Tim 14703H	L4IH	....	TX	Ros	6x2½x¼	C	.....	79½	32	41x2½	54x3	½	43
44	Chi	D.B-L	B-L	U	4	No	Blo 2	Tim	SF	H	Opt	Opt	Tim	L4IH	380	TX	Ros	6–3½x¼	C	Opt	Opt	34	40x2¼	49x2½	½	44
45	Per	dp.Lon	WG T9	U	4	No	Spi 3	Tim53200H	SF	H	6.38	40.8	Tim30000H	L4IH	377	TX	Ros	6¾x2¾x½	T	126	70	34	38x2½	54x2½	½	45
																								1¾ Ton		
46	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	46
47	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH	437	TI	Gem	6x2¾x½	C	95	51	34	38x2¼	50x2½	N	47
48	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.1	Col 4003	L4IH	278	FD	Ros	6x2½x¼	C	94	60⅜	34	40x2½	50x2½	½	48
																								2 Ton		
49	Per	..B-L	B-L 314	U	4	....	Spi	Tim 56200H	BF	R	6.16	40.6	Tim 33000H	L4ID	578	TX	Ros	6x3¼x¼	P	144	92	34	38x2½	54x2½	½	49
50	G&O	P.B&B	Own	A	4	No	Spi	Tim 65000BX	WF	R	6.0	28.8	Tim 14703BX	B4IM	....	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	50
51	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5¾x3¾x¼	..	142	81½	34	38x2½	50x7½	..	51
52	Per	P.B&B	Cov W4C	U	4	Spi	400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3	..	52
53	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.9	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x½	C	114½	63¾	34	40x2½	54x3	N	53
54	Per	dp.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	2IM	Ros	6½x3x½	C	114½	63½	34	40x2½	54x3	½	54
55	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.5	Shu 5429	L4IH	294	TX	Ros	6x2½x½	P	Opt	Opt	31¾	38x2¼	50x3	½	55
56	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	56
57	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	H	6.6	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	57
58	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 56200H	BF	R	6.2	39.7	Tim 31000H	L4IH	338	TX	Ros	7x4x¼	T	.....	.....	33½	41½x2½	54x3	..	58
59	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	R	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x½	P	Opt	Opt	33¼	40¼x2½	51½x3	N	59
60	R-T	D.Ful	Ful G U 14	U	8	A 4	Spi 4	Wis	2F	H	8.05	154	Wis	L2/4IH	138	CD	Ros	10x2¼x¼	P	108	78	30	48x3	48x3	C	60
61	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	61
62	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	62
63	Own	D.B-L	B-L 35	U	4	No	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	306	TD	Ros	6x3¼	C	Opt	85	32½	36x2½	46x2½	½	63
64	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x½	C	81	51¾	34	36x2¼	45x2½	½	64
65	Per	D.Jon	1W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	65
66	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	31.0	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	66
67	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 31000H	L4IH	276	TX	Ros	7x2¾x¼	C	Opt	Opt	34	38x2¼	54x3	½	67
68	Per	P.B&B	Own	U	4	No	Spi	Own	SF	H	5.4	38.4	Own	L4IH	377	TX	Ros	5½x3x¼	P	96	53	34	38x2¼	50x2½	N	68
69	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 14703H	L4IH	306	TX	Ros	7x3¾x¼	C	135½	79	33½	40x2¼	54x3	½	69
70	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F304	L4IH	279	TX	Ros	6½x3x¼	C	122	76¼	34	40x2¼	50x2½	½	70
71	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x¼	C	117	73½	34	45¼x2½	53x2½	½	71
72	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	CD	Jac	9½x2¾x¼	C	124½	69¾	33½	42x3	56x3½	..	72
73	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH.	350	CD	Jac	9½x2¾x½	C	144½	84¼	33½	42x3	56x3½	..	73
74	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	61	45	31	35x2½	48¼x2½	½	74
75	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	75
76	Own	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	76
77	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	....	2I	Ros	6x3½x¼	C	.....	.....	34	39x2½	50x2½	N	77
78	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54004 H	BF	H	5.83	37.3	Tim 12703 H	L4IH	....	TX	Ros	5½x3x¼	C	144	83½	....	37x2½	56x3	N	78
79	Lon	P.B&B	Own	A	4	No	F-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6x3½x¼	C	119	71	34	40x2½	52x3	½	79
80	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	94.7	Own H	O4XM	252	2I	Ros	5½x2¼x½	C	120½	86½	36	42¾x2½	52¾x2½	½	80
81	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5½x2¾x½	C	115½	81½	36	42¾x2½	52¾x2½	½	81
82	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	82
83	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	83
84	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	84
85	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x¼	P	87	48	34	38x2	50¼x2½	N	85
86	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6¼x2¼x¼	P	87	48	34	38x2	50¼x2½	½	86
87	Lon	D.Own	Mun	U	4	No	Spi	Eaton 1617	S½	H	5.63	28.6	Eaton 433-F	B4IM	453	TX	Jac	6½x3x½	P	107	59	34½	38x2½	50x3	..	87
88	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	F	R	6.8	43.6	Tim 31000H	L4IH	452	TX	Ros	7x3½x½	C	.....	.....	32½	40x2½	54x2½	½	88
89	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	89
90	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	90
91	Per	D.Jon	Cov W4C	U	4	No	Blo 2	Tim 54200H	BF	H	5.8	37.1	Col 4003	L4IH	353	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	91
92	Own	P.B&B		U	4	No	Blo			H				M4CW		2I	Ros	6x2½x¼	C	126	73¾	34	38x2¼	50x2½	½	92
93	Own	D.Ful	Ful S U12	U	4	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	93
94	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	94
95	You	D.Ful	Ful KU-10	U	4	No	Blo	Tim 54002H	BF	H	5.83	37.9	Tim 12703H	L4IH	308	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2½	52x3	N	95
96	Own	P.	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.35	38.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	C	.....	.....	....	40x2½	54x3	½	96
97	Own	P.	Ful MLU	U	4	No	M.M.5	Tim 54200H	SF	H	6.80	45.0	Tim 3000H	L4IH	....	TX	Ros	8x3x¼	C	.....	.....	....	40x2½	54x3	½	97
98	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	.....	....	Tim 12703 H	L4IH	....	TX	Ros	5¾x2¾x¼	C	120	.....	34	41x2¼	50x2½	N	98
99	You	D.Ful	Ful MLU	U	4	No	Blo 3	Cla 510	S½	H	5.66	36.8	Cla 304	L4IH	288	CD	Ros	8x3x½	C	Opt	Opt	31½	41x2½	54¼x3	½	99
100	You	P.B&B	Ful MLU	U	4	No	Blo 3	Cla B611	SF	H	5.66	36	Cla F318	L4IH	307	CD	Ros	8x3x¼	C	Opt	Opt	31½	41x2½	54½x3	½	100
101	You	D.B-L	B-L 51	U	4	No	Blo 2	Wis 6600	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x½	I	61½	52	....	38½x2	37½x2½	½	101
102	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	½	102
103	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.66	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	103
104	MeC	P.B&B	B-L	U	4	No	Spi	Wis	2F	R	6.57	35.2	Shu	K2IM	270	TX	Ros	6½x3¼x¼	T	50½	43	34	40x2½	38¼x2½	N	104
105	Mod	P.Own	Own A-5	U	5	No	MM6	Own 900	S½	H	6.50	47.8	Own 250	BE4IM	378	2I	Ros	7x3¼x¼	T	104	61½	34	42x3	54x3	¼	105
106	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54300 H	SF	H	5.83	37.4	Cla F 304	L4IH	337	TD	Ros	5½x3x¼	P	126	82	34½	39x2¼	52x3	½	106
107	Own	D.B-L	B-L 20	U	4	No	Spi	Tim 52200 H	B½	H	5.36	....	Tim 12703H	L4IH	448	TX	Ros	5¾x3¼x¼	C	100	64	34	38x2¼	52x2½	¼	107
108	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 54200H	BF	H	6.16	38.7	Tim 31000H	L4IH	452	TX	Ros	7½x3x¼	C	126	76	34	38x2½	52x2½	½	108
109	G&O	P.B&B	Ful KU	U	4	No	S-P 3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L4IH	448	TX	Han	6x2x¼	C	109	60¼	32½	38x2	57½x2½	½	109
110	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	CD	Ros	6x2½x¼	C	104	62	33	40x2½	56x3	½	110
111	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	½	111
112	Chi	D.B-L	B-L 214	U	4	No	Slp 3	Tim 54200H	BF	H	6.8	43.6	Tim 31000H	L4IH	380	TX	Ros	6½x3¼x¼	C	128	81	34	37½x2¼	50x2½	N	112
113	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	38.7	Tim 14703H	L4IHV	365	FD	Ros	7x3x¼	C	114	72½	32	42x2½	54x2½	½	113
114	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x¼	T	96	54½	33¼	42x2½	54x3	½	114
115	Lon	P.B-L	B-L 314	U	4	No	Pet	Tim 54004 H	SF	R	5.83	32.9	Tim 12703 H	L4IH	275	FI	Ros	7½x2½x¼	C	132	78	34	40x2½	54x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Netco B	3000	155	183	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68–2600	L	G	A	2⅜	7⅜	4	FP	Ha	Zen	M	A-L	A-L	1
2	Noble 146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57–2500	L	G	C	2⅜	8⅛	4	FP	Bu	Str	V	A-L	A-L	2
3	Omort 200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	3
4	Pierce-Arrow PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¼x4½	298	33.7	70–2600	L	G	C	2⅜	13¼	7	FP	Han	Zen	M	D-R	D-R	4
5	Relay 40	3240	168	185	.....	5500	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2100	L	G	C	2½	7⅜	4	PC	No	Zen	V	A-L	A-L	5
6	Relay S11	2030	162	....	.....	4700	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	6
7	Relay 50	3860	161	....	13600	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	7
8	Reo FAX	1295	137	156	11000	3525	B 6.50/20	P 36x5	Own	6-3¼x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	8
9	Reo FE	1395	152	156	11000	3700	B 6.50/20	P 32x6	Own	6-3¼x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	9
10	Reo FFX	1395	156	156	11000	3750	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	10
11	Reo FCX	1645	152	...	13000	4025	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	11
12	Reo FDX	1745	168	...	13000	4075	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	12
13	Reo FHX	1545	142	...	13000	4165	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70–2800	L	C	A	2½	12	7	PC	No	Sch	V	D-R	D-R	13
14	Schacht De Luxe 20		160	174	.....	5300	B 7.50/20	DB 7.50/20	Con 16C	6-3⅝x4⅝	248.3	27.3	65–2600	L	G	C	2⅜	10⅛	7	FP	No	Zen	M	D-R	D-R	14
15	Service 40	3240	168	185	.....	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2100	L	G	C	2⅜	7⅞	4	PC	No	Zen	V	A-L	A-L	15
16	Service 811	2030	162	....	.....	4500	P 32x6	DP32x6	Bud HS6	6-3¼x4½	241.6	27.3	53–2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	16
17	Sterling FB45		159	182	.....	4080	B6.50/20	DB6.50/20	Con 16C	6-3¼x4⅝	248.	28.0	66–3000	L	C	C	2⅜	9⅛	7	CC	....	Zen	M	D-R	D-R	17
18	Sterling FB55-2, 2½ T		159	182	.....	4580	B7.00/20	DB7.00/20	Con 16C	6-3¾x4⅝	248.	28.0	66–3000	L	C	C	2⅜	9⅛	7	CC	....	Zen	M	D-R	D-R	18
19	Stewart 28X	1495	136	176	.....	4058	B6.50/20	B6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61–2600	L	G	C	2⅜	9⅛	4	FP	No	Str	V	D-R	D-R	19
20	Stewart 29XS	1695	145	176	.....	4960	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278	31.5	85–3100	L	G	C	2⅜	9⅛	4	FP	No	Str	G	D-R	D-R	20
21	Studebaker S-50	895	148	160	.....	3810	B 6.50 20	DB6.50/20	Own	6-3¼x4⅜	205	25.4	70–3200	L	C	C	2⅜	9	4	CC	Ha	Str	M	D-R	D-R	21
22	White 56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45–1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	L-N	L-N	22
23	White 611	2550	148	196	11500	4980	B7.00/20	B7.00/20	Own 4A	6-3¾x4½	299.0	33.7	61–2100	L	C	S	2¼	10⅛	7	FP	Ha	Zen	V	D-R	D-R	23
24	White 160-161 1 to 2T	....	138	157	.....	.....	.....	.....	Own GRCB	4-4x5¾	289.	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	24
25	White 162 1 to 2T	....	138	157	10000	4260	P 30x5	DP30x5	Own GRCB	4-4x5¾	289.	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	25
26	Witt-Will C2B	2450	158	....	12500	5400	P 32x6	DP32x6	Con 16C	6-3¾x4⅝	248	27.3	66–3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	26
27	Witt-Will C2W	2550	158	....	12500	5400	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	248	27.3	66–3200	L	C	C	2⅜	10⅛	7	PC	No	Zen	M	D-R	D-R	27
28	Witt-Will R2B	....	158	....	12500	5820	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	28
29	Witt-Will R2	....	158	....	13200	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	C	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	29
30	Woods 41	2550	170	Op	.....	5275	B 7.50/20	DB7.50/20	Her WXB	6-3¾x4½	298	33.7	68–2400	L	G	C	2⅜	13¼	7	PC	No	Str	M	A-L	A-L	30
31	World DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	224	25.3	61–2750	L	G	C	2⅜	7⅛	4	PC	No	Zen	V	A-L	A-L	31
32	World DA-8S	2300	151	167	12000	4720	B 7.50/20	DB7.50/20	Lyc GU	8-3x4¾	268	28.8	96–3400	L	G	C	2⅜	8⅜	5	CC	Ha	Zen	M	A-L	A-L	32
	2½ Ton																									
33	Amer. LaF. Chief 9R	3900	180	Op	14000	6200	P 34x7	DP34x7	Own	6-3¼x5	331.0	33.7	65–2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	33
34	Atterbury 50		189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.2	33.7	85–2800	L	G	C	2⅜	....	4	CC	Ha	Zen	M	A-L	A-L	34
35	Autocar D	3500	150	192	16000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82–2400	L	G	C	3	13¼	7	FP	Pe	Str	V	D-R	D-R	35
36	Available T-23	....	Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298.0	33.8	67–2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	36
37	Available T-27	....	Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298	33.8	67–2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	37
38	Brockway 140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	38
39	Brockw'y. 2½-3T.141	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	K P	Zen	M	A-L	A-L	39
40	Chicago 1-24-A	....	160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358.0	38.4	77–2200	L	G	C	2⅝	12⅝	7	FP	Wa	Str	M	A-L	A-L	40
41	Coleman C30		120	144	.....	7700	P 38x7	P 38x7	Bud DW6	6-3¾x5	331.0	27.3	73–2400	L	G	C	3	9⅞	7	FP	Bu	Zen	V	D-R	D-R	41
42	Commerce 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	42
43	Commerce 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	43
44	Condor CD	1950	160	196	17000	5200	B 7.50/20	DB7.50/20	Lyc ASD	6-3¾x4½	299.0	33.7	85–2800	L	G	C	2⅜	9⅛	4	PC	No	Zen	M	A-L	A-L	44
45	Day Elder 130	2895	150	204	13000	6400	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	75–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	45
46	Diamond T 303	1535	160	185	13500	4870	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	66–2400	L	G	C	2⅜	13⅛	7	PC	Ha	Zen	M	A-L	A-L	46
47	Diamond T .551-2½-3	2050	168	....	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	335	33.7	75–2400	L	G	C	2⅜	13⅛	7	PC	Ha	Zen	M	A-L	A-L	47
48	Douglas CD4	3815	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	6-4¼x5½	312.0	28.9	49–1900	L	G	C	2½	10⅛	3	PC	No	Zen	E	L-N	L-N	48
49	Douglas CD6	3940	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-3¾x5	331.3	33.7	73–2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	49
50	Fageol 250	2950	178	190	.....	5750	P 34x7	DP34x7	Wau MK	6-4⅜x4¾	381	40.8	82–2200	L	G	A	2⅝	12½	7	FP	No	Zen	V	D-R	D-R	50
51	Federal A6T	2185	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅝x4⅜	248	27.3	64–2500	L	C	C	2⅜	10⅞	7	PC	KP	Zen	V	D-R	D-R	51
52	Federal A6TW	2360	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅜x4⅜	248	27.3	64–2500	L	C	C	2⅜	10⅞	7	PC	KP	Zen	V	D-R	D-R	52
53	F. W. D. HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72–2500	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	V	M-Ro	N-E	53
54	Garford 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	54
55	Garford 60	4580	175	192	.....	7000	P 36x6	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9½	4	PC	Bu	Zen	V	A-L	A-L	55
56	(X) Gen. Mot. T-26	1415	130	164	11000	3880	B 6.50/20	DB6.50/20	Own 257	6-3⅜x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	56
57	(X) Gen. Mot. T30	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3¼x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	57
58	(X) Gen. Mot. T-31	1785	141	181	14000	4500	B7.00/20	B9.00/20	Own 257	6-3¼x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	58
59	(X) Gen Mot. T42	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3¼x4⅜	257.5	28.3	76–2500	H	G	C	2⅜	8½	4	PC	Ha	Mar	M	D-R	D-R	59
60	Gotfredson RB56	....			13800	5200	B8.25/20	DB8. 25/20	Bud K358	6-4x4¾	358.0	38.4	95–2800	L	G	C	3	11½	4	FP	Ha	Zen	M	D-R	D-R	60
61	Gramm D,2½-4	....	160	196	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85–2800	L	G	C	2⅜	9½	4	PC	No	Zen	M	A-L	A-L	61
62	Gramm	....	164	196	.....	3900	P 32x6	P 34x7	Knight	6-3⅝x4¾	255.0	27.3	70–2600	S	C	C	2½	12⅛	7	CC	Ha	Til	V	A-L	A-L	62
63	Gramm-Bernstein. K	....	160	....	14000	5100	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86–3000	L	G	C	3	9⅛	7	FP	....	Zen	M	D-R	D-R	63
64	Gramm-Bernstein. D	....	152	212	16000	5550	P 34x7	DP34x7	Con 16R	6-4x4½	311.0	38.4	73–2400	L	G	C	2⅜	13⅛	7	FP	No	Zen	V	A-L	A-L	64
65	Hahn & Selden 39		164	....	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	65
66	Hendrickson St. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6-3¾x5	330	33.7	72–2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	66
67	Hug 61, 2½-3 Ton	....			.....		B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	80–2800	L	G	C	3	9⅞	7	PC	No	Zen	M	A-L	A-L	67
68	Hug 85-2½-3T	....	114	114	15800	7600	P 36x6	DP36x6	Bud KBU-I	4-4x5½	263.9	25.6	43–2000	L	G	C	2½r	9⅛	3	PC	Bu	Zen	V	Els	D-R	68
69	Hug 85D-2½-3T	....	114	114	16250	8000	P 34x7	DP34x7	Bud KBU-I	4-4x5½	263.9	25.6	43–2000	L	G	C	2½r	9⅛	3	PC	Bu	Zen	V	Els	D-R	69
70	Indiana 140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	70
71	Indiana 115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56–2000	L	G	C	2	9¾	3	CC	No	Str	G	Els	A-L	71
72	Indiana 615A	....	136	136	15000	5150	P 32x6	DP34x7	Wis	6-3⅜x5	268.3	27.3	65–2500	H	C	N	2¾	13⅛	3	CC	KP	Str	G	Els	A-L	72
73	Indiana 141,2½-3T	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4½	311.0	38.4	73–2400	H	C	N	2¾	13⅛	7	CC	K P	Str	M	A-L	A-L	73
74	International W-1	3850	148	200	.....	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59–1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R- Bo	D-R	74
75	Kenworth 125	2650	157	183	.....	5200	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	67–2400	L	G	C	2⅜	13¼	7	PC	HA	Zen	M	D-R	D-R	75
76	Kleiber 56	....	180	180	.....		P 32x6	DP32x6	Bud	6-3¾x4½	298.2	33.8	86–3000	L	C	C	3	....	7	PC	....	Str	V	D-R	D-R	76
77	Kleiber 120	....	170	180	12000	5150	B 7.50/20	DB7.50/20	Bud	6-3¾x4½	298.2	33.8	86–3000	L	C	C	3	9⅞	7	PC	No	Str	M	D R	D-R	77
78	LaFra.-Republic F3		174	198	13000	5500	P 34x7	DP34x7	Lyc A-8-D	6-3¾x4½	299	33.5	82–2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	78
79	Lange O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80–2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	79
80	Larrabee 45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.1	38.4	70–2400	H	C	C	2½	13⅛	7	FP	No	Zen	G	D-R	D-R	80
81	LeMoon HB22	2400	163	190	14000	4600	B 7.50/20	DB7.50/30	Wau 6MS	6-3¾x4¾	315.	33.7	72–2500	L	G	C	2⅜	12⅝	4	PC	No	Str	G	A-L	A-L	81
82	Mack BF	3950	156	180	.....		B 8.25/20	DB8.25/20	Own BG	6-3¾x5	309.6	31.5	75–2600	L	G	C	2½	10⅛	7	FP	Ha	Str	V	N-E	N-E	82
83	Netco C	3500	148	200	14500	6000	B 8.25/20	B 8.25/20	Wau MK	6-4½x4¾	462.0	45.9	100–2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	83
84	Omort 250	....	124	148	13000	5800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46–2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	84
85	Omort 25	....	130	130	14000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66–2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	85
86	Oshosh L	4375	146	165	15150	7150	B 9.75/20	DB9.75/20	Her WXC	6-4x4½	339	38.4	70–2000	L	G	C	2½	13¼	7	PC	Ha	Str	M	RBo	L-N	86
87	Relay 40	3275	168	185	.....	5700	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	87
88	Relay 50	4000	161	....	.....	7000	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64–2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	88
89	Relay 60DA	4555	175	192	.....	7350	P 36x6	DP36x6	Bud BA6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	89
90	Schacht De Luxe. 20A		136	174	.....	5550	B 7.50/20	DB 7.50/20	Con 16C	6-3¾x4⅝	2.8.3	27.3	65–2600	L	C	C	2⅜	10⅛	7	PC	No	Zen	V	D-R	D-R	90
91	Service 40	3240	168	185	.....	5100	P 36x6	DP36x6	Bud DS6	6-3⅜x5	309.6	31.5	56–2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	91
92	Service 60	4580	175	192	.....	7000	P 36x5	DP36x6	Bud BA-6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	92
93	Sterling FB65		174	204	.....	5455	B7.50/20	DB7.50/20	Wau MS	6-3¾x4¾	315.	33.7	72–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	93
94	Stewart 18X	2690	165	220	.....	5901	P 32x6	DP32x6	Lyc TF	6-3¾x5	310.0	31.5	85–2750	L	G	C	2¾	10	4	FP	Pe	Str	V	D-R	D-R	94
95	Stewart 32X	1990	165	2..0	.....	5230	P 32x6	DP32x6	Lyc ASA	6-3¾x4½	278.0	31.5	80–2500	L	G	C	2⅜	9⅛	4	PS	Ha	Str	P	D-R	D-R	95
96	Studebaker 8S	3295	184	....	.....	4920	B7.50/20	DB 7.50/20	Own	8-3½x4¾	337.0	39.2	115–3200	L	G	C	2⅝	9⅛	5	PC	No	Str	M	D-R	D-R	96
97	White 51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326	28.9	54–1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Els	....	97
98	White 210-1, 1½-2½	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	98
99	White.212, 1½-2½ T	....	148	196	.....	.....	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45–1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	99
100	White 612	2800	148	196	13000	5100	B7.50/20	DB7.50/20	Own 4A	6-3¾x4½	299	33.7	61–2100	L	C	S	2⅜	10⅛	7	FP	Ha	Zen	V	D-R	D-R	100
101	White 620	4350	157	195	15000	7300	B8.25/20	DB8.25/20	Own 3A	6-4x5½	396	38.4	72–1800	H	C	S	2¾	13⅛	7	FP	On	Zen	M	D-R	D-R	101
102	Wichita 6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77–2200	L	G	C	2⅝	12⅛	7	CC	Wa	Str	V	D-R	D-R	102
103	Witt-Will R2B	2900	158	....	12500	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	103
104	Witt-Will R2	3000	158	....	12500	5800	P 32x6	DP32x6	Con 16R	6-4x4½	311	38.4	72–2400	H	C	N	2¾	11⅛	7	FP	No	Zen	M	D-R	D-R	104
105	Woods 45	3465	180	Op	.....	5625	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	76–2400	L	G	C	2⅜	13¼	7	PC	Ha	Str	M	A-L	A-L	105
106	World DB-8S	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GU	8-3x4¾	268	28.8	96–3400	L	C	C	2⅜	8⅜	5	CC	Ha	Zen	M	A-L	A-L	106
	3 Ton																									
107	Acme 6X	....	186	Op	15500	6800	B8.25/20	DB8.25/20	Con 18R	6-4x4½	339	38.4	82–2400	H	C	N	2¾	13¼	7	PC	Ha	Str	M	A-L	A-L	107
108	Armleder 31	....	Op	199	12850	5500	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	66–2200	L	G	B	2⅜	13¼	..	PC	Ha	Zen	V	D-R	D-R	108
109	Atterbury R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82–2400	H	C	B	2¾	12⅛	7	PC	Ha	Zen	V	D-R	A-L	109
110	Atterbury 60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	298.2	33.7	85–2800	L	G	C	2⅜	....	4	CC	Ha	Zen	M	A-L	A-L	110
111	Atterbury 65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.0	38.4	81–2500	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	111
112	Autocar H	4100	114	161	19000	6770	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45–1450	L	G	A	2¾r	....	2	SP	Bf	Str	G	A-Bo	L-N	112
113	Autocar 2½-3T. SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	G	R-Bo	L-N	113
114	Autocar 2½-3T. SCH	4300	157	203	19000	6860	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	114
115	Autocar N	4600	174	242	22000	7900	P 36x8	DP36x8	Own	6-4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	115

Line Number	Radiator Make	Clutch	Gear Set			Universals Make and No.	Rear Axle					Front Axle	Brakes			Steering Gear Make	Frame		Body Mounting Data			Springs			Line Number
		Type and Make	Make and Model	Location	No. of Forward Speeds	Aux. Locat. and Speeds	Make and Model	Final Drive and Type	Drive and Torque	Gear Ratios: Reduc. in High	Gear Ratios: Reduc. in Low	Make and Model	Service	Area Service Brakes	Hand		Dim. Side Rail	Type	Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Front	Rear	Auxiliary Type	
																						2 Ton—Cont'd			
1	Mod	D.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	ID	Ros	6x3x¼	C	120	84	34	40x2½	50x3	..	1
2	Chi	D.Ful	Ful	U	4	No	Blo 2	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¾	C	128	88	34	40x2¼	48x3	..	2
3	You	D.Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W21M	250	2I	Ros	6x3x¼	C	84	49	33¾	36x2½	54x3	N	3
4	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7½x4x⅛	C	123⅜	69½	34	38x2½	56x3	½	4
5	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	5
6	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	6
7	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	92	34	40x2¼	54x3	..	7
8	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2¼	50x2½	N	8
9	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	111⅛	67⅛	40⅛	38x2¼	54x2½	N	9
10	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.7	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	123⅛	71⅛	40⅛	38x2¼	50x2½	N	10
11	McC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	111⅛	67⅛	40⅛	38x2¼	50x2½	N	11
12	McC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	127⅛	83⅛	40⅛	38x2¼	50x2½	N	12
13	McC	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅛x3⅛x⅛	C	87⅛	57⅛	40⅛	38x2¼	50x2½	N	13
14	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54200 H	SF	H	5.83	31.2	Tim 12703 H	L4IH	452	TX	Ros	6x3x¼	P	....	....	31½	40x2½	50x3	¼	14
15	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	15
16	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	133½	83	34	36x2¼	48x2½	N	16
17	Per	P.B&B	War T9	U	4	No	Spi	Cla	BF	R	5.66	36.2	Cla	L4IH	228	TX	Ross	6x2½x¼	P	116	76	34	42x2½	54x2½	½	17
18	Per	D.B-L	B-L 214	U	4	No	Spi	Tim	BF	R	5.83	36.3	Tim	L4IHV	282	TX	Ross	6x2½x¼	P	116	76	34	42x2¼	54x3	½	18
19	Own	D.Ful	Ful	U	4	No	Spi 3	Cla	S½	R	6.37	47.0	Tim	B4IM	....	TX	Ros	7½x2¾x⅛	C	114¾	63¾	32	38½x2¼	50x2½	½	19
20	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	SF	R	6.37	44.4	Cla	B4IM	....	TX	Ros	7½x2¾x⅛	C	114¾	63¾	32	38x2¼	50x3	½	20
21	McC	Lon	WGASI-T9	U	4	....	Cle	Tim54200-A1	SF	H	5.83	37.4	Tim	B4	276	....	Ros	7x2¾x⅛	C	106¾	69½	34	39x2	56x3	..	21
22	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119¾	81¾	36	41½x2½	47½x3	N	22
23	.....	P.Own	Own 5B	U	4	No	....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	OF	Han	6⅝x3⅛x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	23
24	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2¼	50x2½	N	24
25	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅛	C	112	58¾	34½	39x2½	50x2½	N	25
26	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56000H	BF	H	6.8	36.4	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	26
27	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	7.6	41.0	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	27
28	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	28
29	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	29
30	Chi	D.B-L	B-L 314	U	4	No	Blo 3	Tim	SF	H	Opt	Opt	Tim 31000H	L4IH	452	TX	Ros	6x3½x¼	P	Opt	Opt	34	40x2½	49x2½	½	30
31	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2½	54x2½	½	31
32	Per	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	32
																						2½ Ton			
33	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim14703BX	B4IM	....	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	33
34	Per	P.B&B	Cov W4C	U	4	....	Spi	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	240	....	Ros	7x3¼x¼	C	173	105	34	39x2½	56x3	..	34
35	Per	dp.Lon	B-L 51	U	4	No	Spi	Own 8D	2F	H	6.27	33.5	Tim 14703H	LO4ID	460	21M	Ros	6⅞x3x⅛	C	114½	63⅜	34	40x2¼	54x3	..	35
36	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	360	TX	Ros	6x2½x⅝	P	Opt	Opt	32	38x2¼	50x3	..	36
37	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 64800H	WF	R	7.3	39.0	Shu 5572	L4IH	360	TX	Ros	7x2½x⅝	P	Opt	Opt	32	40x2¼	50x3	..	37
38	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2¼	54x3	½	38
39	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	39
40	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 33020H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54½x3	..	40
41	Per	D.Ful	Ful G U14	U	8	....	Spi	Wis	2F	..	8.05	154	Wis	L4IH	....	FD	Ros	10x2½x⅝	P	108	78	30	48x3	48x3	C	41
42	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3¼x4	P	156	97½	34	42x2¼	54x3	..	42
43	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	43
44	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56200H	BF	H	5.2	31.7	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	..	44
45	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 33000H	L4IH	354	TX	Ros	7x4x¼	C	124½	69	35	40x2¼	56x3	½	45
46	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	350	TD	Ros	6½x3x⅛	C	117	73¼	34	45¼x2½	54x2½	½	46
47	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81½	34	45¼x2½	56x3	½	47
48	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	48
49	Own	D.Ful	FulMGU14	U	4	No	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	49
50	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200 H	WF	H	6.16	37.3	Tim 33020 H	L4IH	355	TX	Ros	6½x3x¼	C	167½	97½	34	37x2½	56x3	N	50
51	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	6.83	41.3	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	51
52	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	6.75	40.8	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	52
53	Per	D.B-L	B-L 60	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5½x2¾x⅛	P	156	97½	34	42¾x2½	52¾x2½	N	53
54	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	54
55	Lon	D.B-L	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3¼x4	P	156	97½	34	42x2¼	54x3	..	55
56	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x3x⅛	P	87	48	34	38x2	50x3 x2½	½	56
57	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6½x3x⅛	P	107	59	34⅛	38x2½	50x3	½	57
58	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6½x3x⅛	P	107	59	34⅛	38x2½	50x3	½	58
59	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6½x3x⅛	P	107	59	34⅛	38x2½	50x3	½	59
60	McC	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	F	R	6.17	40.7	Tim 33000H	L4IH	578	TX	Ros	7x3½x	C	....	....	32½	40x2½	54x3	½	60
61	Per	D.Jon	Cov W-4	U	4	No	Blo	Tim 56200H	BF	H	6.1	39.0	Col 5500	L4IHV	339	FD	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	61
62	Own	.....	.....	U	4	Blo	.....	.....	.....	.....	.....	.....	.....	M4CW	....	2I	Ros	7x2½x¼	C	150	87¼	34	40x2¼	52x3	..	62
63	You	D.B-L	B-L 314	U	4	No	Spi	Tim 64800-H	W-F	H	6.4	42.2	Tim 14703H	L4IHV	354	TX	Ros	6x2½x¼	C	144	87¾	34	42x2¼	52x3	..	63
64	You	D.B-L	B-L 35	U	4	No	Blo	Tim 65001H	WF	H	6.75	36.0	Tim 15733H	L4IHN	400	TX	Ros	6½x2¾x¼	..	120	72¾	34	42x2½	56x3	..	64
65	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	....	....	Tim 14703H	L4IHV	....	TD	Ros	7x3½x¼	C	120	....	34	41x2¼	50x2½	N	65
66	Chi	D.B-L	Ful MGOG	A	4	No	Spi	Tim 58000H	BF	R	Opt	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x¼	P	Opt	Opt	32½	40½x2¼	50¼x3	N	66
67	You	D.B-L	B-L 51-4	U	4	No	Blo 3	Wis 6600	2F	H	6.92	37.0	Shu 5550	W2IM	300	....	Ros	6x3x⅛	I	....	....	....	41½x2¼	48¼x3	..	67
68	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3x⅛	I	92	59½	34½	41½x2½	54¼x3	¼	68
69	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3x⅛	I	92	59½	34½	41½x2½	54¼x3	¼	69
70	G&O	D.B-L	B-L 35	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	70
71	Lon	P.B&B	B-L 35	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6⅛x3¼x¾	C	87⅛	56¾	34	40x2½	50x3	N	71
72	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3⅛	C	138	83	34	40x2½	50x3	N	72
73	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	73
74	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	½	74
75	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 14703 H	L4IH	337	TD	Ros	8x2½x¼	T	114	74¾	31½	40x2½	52x3	½	75
76	.....	D.B-L	B-L	U	4	....	Spi 4	Tim 56000H	BF	H	6.17	33.0	Tim 14703H	L4IH	354	F	Ros	7½x3x¼	T	144	97	34	38x2½	52x3	½	76
77	Own	D.B-L	B-L 314	U	4	No	Spi 4	Tim 56200H	SF	H	6.17	33.4	Tim 31000H	L4IH	354	F	Ros	7½x3x¼	T	Opt	Opt	34	38x2½	52x3	½	77
78	Per	D.Ful	FulMLU12	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 33020H	L4IHV	628	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	78
79	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2½x¼	C	106	65	33	40x2½	56x3	½	79
80	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3¼x¼	C	Opt	Opt	34	38x2¼	54x2½	½	80
81	Chi.	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	WF	R	6.4	41.2	Tim 33000H	L4IH	578	TX	Ros	6½x3¾x	C	128	81	34	37½x2¼	50½x2½	N	81
82	Own	P.Own	Own AB	U	4	No	Spi 4	Own BB	H	H	4.91	23.8	Own BG	O4IV	450	FD	Han	7⅛x3x⅛	C	132	....	....	44x2½	54x3	½	82
83	Mod	D.B-L	B-L 51	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	T	132	96	34	40x2½	50x3	½	83
84	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x⅛	I	84	49	33¾	40x2½	54x3	..	84
85	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	....	TD	Ros	6x3½x⅛	I	84	53½	31	40x2½	54x3	..	85
86	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Ros	7x2½x¼	..	113¼	83⅞	34	44x2½	50x3	½	86
87	Lon	D.B-L	B-L 35	U	4	....	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	87
88	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	92	34	40x2¼	54x3	..	88
89	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	....	7x3½x¼	P	156	97½	34	42x2¼	54x3	..	89
90	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000	BF	H	5.83	31.2	Tim 12703 H	L4IHV	578	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	¼	90
91	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3	..	91
92	Lon	D.Ful	Ful	U	5	No	Blo	Tl' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3¼x¼	P	156	97½	34	42x2¼	54x3	..	92
93	Mod	D.Own	Own	U	4	No	Spi	Tim	BF	R	6.16	39.1	Tim	L4IHV	330	TX	Ross	10x3¼x¼	C	144	91	34	42x2½	54x3	½	93
94	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	....	TX	Ros	7½x2¾x¼	C	137⅛	80¼	32	40x3	56x3	½	94
95	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	113⅛	80¼	32	38x2¼	50x3	½	95
96	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	444	TD	Ros	8⅛x3x⅛	C	143⅝	91⅝	41⅛	38x2½	56⅜x3	N	96
97	Own	P.Own	OwnGRBA	U	4	No	Spi	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178⅝	84⅜	34	40½x2½	54⅜x3	N	97
98	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅛x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	98
99	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅛x¼	C	115⅞	68⅞	34⅝	41x2½	54x3	N	99
100	.....	P.Own	Own 5B	U	4	No	....	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	349	FX	Han	6⅝x3⅛x¼	C	115⅞	68⅞	34½	41x2½	54x3	N	100
101	.....	P Own	Own 4B	U	..	....	Spi 4	Own 14C	SF	R	6.38	41.8	Own 110	OL4IHV	349	CI	Ros	7⅛x2⅛x⅛	C	107½	67½	34	41x2½	54x3	N	101
102	You	D.Ful	FlJVUOG5	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2½x¼	C	141⅞	83½	30	40x2¼	56x3	½	102
103	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	103
104	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IHV	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	..	104
105	Chi	D.B-L	B-L	U	4	No	Blo 4	Tim	SF	O	Opt	Opt	Tim 33000H	L4IH	577	TX	Ros	6x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	105
106	Mod	dp.Lon	Ful MLU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	106
																						3 Ton			
107	Per	..B-L	B-L 51-5	U	5	....	Spi	Tim 58200H	BF	R	7.80	46.5	Tim 35000H	L4ID	659	CD	Ros	7x3½x¼	P	162	99½	34	40x2½	54x3	½	107
108	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	....	....	Tim 14703 H	L4IH	....	CD	Ros	7x3¾x¼	C	Opt	Opt	31½	40x2½	62½x2½	½	108
109	You	D.B-L	B-L	U	4	No	Spi	Tim 65001H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼	..	148½	90½	34	41½x3	54x3½	¼	109
110	Per	D.B-L	Cov W4C	U	4	....	Spi	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼	..	173	106	34	39x2½	56x3	..	110
111	Per	D.B-L	B-L 551	U	4	....	Spi	Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼	..	197	119	34	40x3	56x3	..	111
112	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	434	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	..	112
113	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	113
114	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own CJ	O2IM	328	TD	Ros	7x2½x¼	C	133⅓	74¾	34½	41x2¼	53x3	½	114
115	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO4IDV	574	FD	Ros	8x3x¼	C	150	86½	34½	40x2½	54x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3 Ton—Cont'd																									
1	Available T-30		Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6-4x4¾	358.1	38.4	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	1
2	Available T-37		Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6-4½x4¾	380.9	40.8	87-2500	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	2
3	Brockway 170		170	200	17000	6800	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13	7	CC	KP	Zen	M	A-L	A-L	3
4	Brockway 175		170	224	17500	7200	P 34x7	DP34x7	Con	6-4½x4¾	427.5	45.9	100-2400	H	C	N	2¾	13	7	CC	KP	Zen	M	A-L	A-L	4
5	Brockway 190		168	204	19000	7625	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13	7	CC	KP	Str	M	A-L	A-L	5
6	Chicago 1-30-A		160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Str	M	A-L	A-L	6
7	Clinton 65		184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2½r	10	3	PC	Bu	Zen	V	Spl	D-R	7
8	Coleman D40		130	180	16600	8500	P 40x8	P 40x8	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	8
9	Commerce 60	4680	175	192		7100	P 36x6	DP38x7	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2⅝	9½	4	PC	Bu	Zen	V	A-L	A-L	9
10	Concord JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9½	4	PC	No	Zen	V	A-L	A-L	10
11	Condor CE	2530	160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅛x5	353.8	36.2	98-2700	L	G	A	2⅝	10	4	PC	No	Zen	M	A-L	A-L	11
12	Condor CEB		190	190	17000	7200	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90-2200	H	C	C	2¾	13	7	PC	No	Zen	M	A-L	A-L	12
13	Corbitt 12W6		165	220	14700	4910	B 7.50/20	DB7.50/20	Con 16R	6-4x4½	311.0	38.4	72-2400	H	C	C	2¾	11	7	FP	No	Zen	V	D-R	D-R	13
14	Corbitt 12B6		163	220	14700	4870	B 7.50/20	DB7.50/20	Con 16R	6-4x4¼	311.0	38.4	72-2400	H	C	C	2¾	11	7	FP	No	Zen	V	D-R	D-R	14
15	Day-Elder 160	3695	156	204	16000	6600	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13	7	FP	Co	Zen	M	D-R	D-R	15
16	Diamond T 506	2675	174	240	17500	6350	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	383.0	43.3	84-2200	L	G	C	2¾	13	7	PC	Ha	Zen	M	L-N	L-N	16
17	Diamond T 504	2375	166	208	17500	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	339.0	38.4	75-2400	L	G	C	2¾	13	7	PC	Ha	Zen	M	A-L	A-L	17
18	Diamond T 551	2050	168	186	15500	6000	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339.0	38.4	75-2400	L	G	C	2¾	13	7	PC	Ha	Zen	M	A-L	A-L	18
19	Diamond T 603-3,4Ton	2975	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4½x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	19
20	Diamond T 606-3,4Ton	3075	177	244	19000	7500	B 9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	M	L-N	L-N	20
21	Dodge Bros.	1515	135	135	12250	4235	P 32x6	DP32x6	Own	6-3¾x4½	241.0	27.3	78-3000	L	C	S	2⅜r	11	7	PC	KP	Zen	V	N-E	N-E	21
22	Dodge Bros.	1565	165	165	12220	4520	P 32x6	DP32x6	Own	6-3¾x4½	241.0	27.3	78-3000	L	C	S	2⅜r	11	7	PC	KP	Zen	V	N-E	N-E	22
23	Dodge Bros.	1615	185	185	12715	4715	P 32x6	DP32x6	Own	6-3¾x4½	241.0	27.3	78-3000	L	C	S	2⅜r	11	7	PC	KP	Zen	V	N-E	N-E	23
24	Dodge Bros. F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3¾x5	309.6	31.5	96-3000	L	G	A	2⅝	11¼	7	FP	Ha	Stw	M	D-R	D.R	24
25	Dodge Bros. F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3¾x5	309.6	31.5	96-3000	L	G	A	2⅝	11¼	7	FP	Ha	Stw	M	D-R	D-R	25
26	Dodge Bros. F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3¾x5	309.6	31.5	96-3000	L	G	A	2⅝	11¼	7	FP	Ha	Stw	M	D-R	D-R	26
27	Dodge Bros.		185	185		4720	P 34x7	DP34x7	Own	6-3¾x4½		27.3	78-	L	G	A							V			27
28	Douglas D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50-1400	L	G	C	2½	9⅜	3	PC	Bu	Zen	E	L-N	L-N	28
29	Douglas D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BU8	6-4x5½	386.4	38.4	78-2300	L	G	C	2½	9½	4	PC	Bu	Zen	E	L-N	L-N	29
30	Douglas D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud K428	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½	9½	4	PC	Bu	Zen	E	L-N	L-N	30
31	Duplex FAC	4250	166		16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	3	10	3	PS	No	Zen	V	Eis	A-L	31
32	Duplex SAC	4750	166		16000	7400	S 34x5	S 36x8	Bud K428	6-4½x4¾	428.0	45.9	102-2400	L	G	C	3r	9½	7	FP	No	Zen	M	A-L	A-L	32
33	Fageol 300	3250	178	196		6250	B 9.00x20	DB9.00x20	Wau MK	6-4½x4¾	381.0	40.8	82-2200	L	G	A	2½	12½	7	FP	N	Zen	V	D-R	D-R	33
34	Federal T10B 2½-3 T.	2740	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75-2200	H	C	C	2¾	13	7	PC	KP	Zen	M	D-R	D-R	34
35	Federal T10W 2½-3 T.	2915	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4½	311	38.4	75-2200	H	C	C	2¾	13	7	PC	KP	Zen	M	D-R	D-R	35
36	Fisher-Std. 30A		160		16800	5600	P 34x7	DP34x7	Con 11R	6-3⅞x4½	291.9	35.0	64-2500	H	C	C	2½	12	7	FP	Ha	Zen	M	D-R	D-R	36
37	Fisher-Std. 31A		160		16800	5800	P 34x7	DP34x7	Con 11R	6-3⅞x4½	291.9	35.0	64-2500	H	C	C	2½	12	7	FP	Ha	Zen	M	D-R	D-R	37
38	F.W.D. B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4¾x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	R-Bo	N-E	38
39	Garford 60	4680	175	192		7100	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	39
40	(X) Gen. Mot. T-26	1480	130	164	11000	4025	B 7.00/20	DB7.00/20	Own 257	6-3⅞x4½	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	40
41	(X) Gen. Mot. T30	1700	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3⅞x4½	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	41
42	(X) Gen. Mot. T-31	1840	141	181	14000	4635	P 32x6	P 36x8	Own 257	6-3⅞x4½	275.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	42
43	(X) Gen. Mot. T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3⅞x4½	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	43
44	(X) Gen Mot. T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3⅞x4½	257.5	28.3	76-2500	H	G	C	2⅝	8½	4	PC	Ha	Mar	M	D-R	D-R	44
45	(V) Gotfredson RB66C				20900	6100	B9 00/20	DB9.00/20	Bud K381	6-4½x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	45
46	Gotfredson RW66				20900	6300	B9.00/20	DB9.00/20	Bud K381	6-4½x4¾	381.0	40.8	95-2800	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	46
47	Gramm E-330, 3-4½		160	224	20000	5950	B 8.25/20	DB8.25/20	Lyc TS	6-3⅛x5	353.8	36.2	98-2700	L	G	C	2¾	10	4	PC	No	Zen	M	A-L	A-L	47
48	Gramm. EY-190, 3-4½		190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4½x4¾	380.8	40.8	90-2200	H	C	C	2¾	13	7	PC	No	Zen	M	A-L	A-L	48
49	Gramm.		190	190			P 7.50/20	DP7.50/20	Knight	6-3⅝x4¾	255.0	27.3	70-2600	S	C	C	2½	12	7	CC	Ha	Til	V	A-L	A-L	49
50	Gramm-Bernstein A		162	212	20000	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13	7	FP	Ha	Zen	V	A-L	A-L	50
51	Gramm-Bernstein B6X		145	185	12500	4780	P 32x6	DP32x6	Con 16C	6-3⅜x4½	248.3	27.3	66-2900	L	C	C	2¾	10	7	FP	No	Zen	V	A-L	A-L	51
52	Gramm-Bernstein B6X		144	184	12500	4765	P 32x6	DP32x6	Con 16C	6-3⅜x4½	248.3	27.3	66-2900	L	C	C	2¾	10	7	FP	No	Zen	V	A-L	A-L	52
53	Gramm-Bernstein C6		150	201	15500	5920	S 36x4°	DS36x4°	Con 6B	6-3¼x5	331.4	33.7	70-2200	L	G	C	2¾	9	4	FP	Pe	Str	V	Eis	A-L	53
54	Gramm-Bernstein DX		152	212	16000	6600	P 34x7	DP34x7	Con 16R	6-4x4½	311.0	38.4	73-2400	L	G	C	2¾	13	4	FP	Ha	Zen	V	A-L	A-L	54
55	G-P 55-6, 3-4 Ton	2745	154	191	12500	4900	B8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.0	33.4	85-2900	L	G	C	2¾	9¾	4	PC	Mo	Str	M	A-L	A-L	55
56	G-P 55-8, 3-4 Ton	2880	157	191	12500	4900	B8.25/20	DB8.25/20	Lyc HF	8-3⅜x4½	322.0	36.5	120-3200	L	G	A	2¾	11	5	PC	Mo	Str	M	A-L	A-L	56
57	Hahn & Selden 47B		151		15500	7200	P 34x7	DP34x7	Con 18R	6-4x4¼	339.2	38.4	82-2400	H	C	N	2¾		7	FP	No	Zen	V	A-L	A-L	57
58	Hendrickson T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	58
59	Hug 67		120		16660	8160	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	80-2800	L	G	C	3	9⅞	7	PC	No	Zen	V	A-L	D-R	59
60	Hug 41		150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	60
61	Hug 42		150	195	14500	6500	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	298	33.7	86-3000	L	G	C	3	9⅞	7	PC	No	Zen	V	A-L	D-R	61
62	Hug 85-6		114	114	17200	7000	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	62
63	Hug 85-D6		114	114	17200	7200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	63
64	Indiana 127AW		150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅝	3	CC	Pe	Str	V	Eis		64
65	Indiana 170		170	200	17000	6800	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13	7	CC	KP	Str	M	A-L	A-L	65
66	Indiana 175		170	224	17500	7200	P 34x7	DP34x7	Con	6-4½x4¾	427.5	45.9	100-2400	H	C	N	2¾	13	7	CC	KP	Str	M	A-L	A-L	66
67	Indiana 627AW		156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	C	2¾	10¾	4	CC	KP	Str	V	Eis		67
68	Indiana 190		168	204	19000	7625	P 34x7	DP34x7	Con	6-4½x4¾	380.9	40.8	89-2400	H	C	N	2¾	13	7	CC	KP	Str	M	A-L	A-L	68
69	International A-5	2550	156	210		5606	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13	7	PC	Ha	Zen	V	D-R	D-R	69
70	International A-6	2675	156	210		5756	P 34x7	DP34x7	Own FBB	6-3¾x4½	298	33.7	76-2600	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	70
71	Kenworth 145	3250	158	184		5500	P 34x7	DP34x7	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2¾	13½	7	PC	Ha	Zen	M	D-R	D-R	71
72	Kenworth 184	3850	164	206		7400	B 9.00/20	DB9.00/20	Her WXC2	6-4½x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	M	A-L	D-R	72
73	Kleiber 140		180	190	14000	6500	B 8.25/20	DB8.25/20	Con	6-4x4½	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	73
74	LaFra.-Republic F3		174	198	15000	5625	P 34x7	DP34x7	Lyc ASD	6-3¾x4½	299	33.5	82-2600	L	G	C	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	74
75	Lange H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4½x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	75
76	Lange M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4½x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	76
77	Larrabee 55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13	7	FP	No	Zen	G	D-R	D-R	77
78	LeMoon HB28	3250	160	190	17000	5600	B 8.25/20	DB8.25/20	Wau 6MK	6-4½x4¾	381.0	40.8	85-2500	L	G	C	2⅝	12½	7	PC	No	Str	G	A-L	A-L	78
79	Maccar 56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	9	4	FP	Bu	Str	V	D-R	D-R	79
80	Maccar 60	3950	153	207	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4½x5½	411.0	40.8	103-2100	L	G	C	2½	9⅞	4	FP	Bu	Str	V	D-R	D-R	80
81	Mack AB 4000	147	219				P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	81
82	Mack AB 4350	147	219				P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	N-E	N-E	82
83	Mack AB 4150	147	219				P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10	7	FP	Ha	Str	V	N-E	N-E	83
84	Mack AB 4500	147	219				P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10	7	FP	Ha	Str	V	N-E	N-E	84
85	Moreland B7	2520	154		12000	4750	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	G	C	2⅝	13	7	PC	No	Zen	M	A-L	A-L	85
86	Noble 156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2⅝	13	7	FP	Co	Str	V	A-L	A-L	86
87	Omort 300		130	Op	16000	6300	P 34x7	DP34x7	Her OXC	6-4¼x5	283.5	28.9	56-2000	L	G	C	3		7	PC	No	Zen	V	A-L	A-L	87
88	Omort 3005		130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	88
89	Omort 30		134	148	17000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	89
90	Oshkosh H	4975	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4½x4½	361.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	90
91	Pierce-Arrow PW		150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4½x4½	361.0	40.3	76-2400	L	G	C	2⅝	13¼	7	FP	Ha	Zen	M	D-R	D-R	91
92	Relay 50	4130	161			7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	92
93	Relay 60DB	4595	175	192		7500	P 36x6	DP38x7	Bud BA6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	93
94	Relay 80	5330	175	192		8400	P 36x6	S 40x10	Bud BA6	6-4½x5½	411.0	40.8	83-2100	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	94
95	Reo GA	2035	163		17000	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2⅜	12	7	PC	No	Sch	V	D-R	D-R	95
96	Reo GC	2140	179		17000	4830	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2⅜	12	7	PC	No	Sch	V	D-R	D-R	96
97	Reo GD	2085	144		17000	4650	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2⅜	12	7	PC	No	Sch	V	D-R	D-R	97
98	Reo GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-2800	L	C	A	2⅜	12	7	PC	No	Sch	V	D-R	D-R	98
99	Schacht DeLuxe 25		160	199		6400	B 8.25/20	DB8.25/20	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	V	A-L	A-L	99
100	Service 60	4680	175	192		7100	P 36x6	DP38x7	Bud BA-6	6-4½x5½	410.9	40.8	83-2100	L	G	C	2½		4	PC	Bu	Zen	V	A-L	A-L	100
101	Sterling FB80		174	204		6080	B8.25/20	DB8.25/20	Wau MS	6-3¾x4¾	315.	33.7	72-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	101
102	Sterling FD80		174	204		6480	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	358.	38.4	80-2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	102
103	Stewart 35X	2590		220		5880	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-	L	G	C	2⅝	9¾	4	PS	Ha	Str	M	D-R	D-R	103
104	Stewart 36X	2990	165	220		6500	B8.25/20	DB8.25/20	Lyc TS	6-3⅛x5	354.0	36.2	90-2750	L	G	C	2¾	10	4	FP	Ha	Str	M	D-R	D-R	104
105	Ward La France 25R		193	205	13000	6000	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	105
106	Ward La France 25B		194	206	13000	6000	B 7.50/20	DB7.50/20	Own	8-3½x4½	322.	36.4	100-2400	L	G	C	2⅝	10¾	7	FP	Ha	Str	P	D-R	D-R	106
107	White 58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis		107
108	White 640-3 Ton	6100	180	214	20000	9200	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	96-1800	H	C	S	3	15½	7	FP	Own	Zen	E	L-N	L-N	108
109	White 621	4650	157	195	18000	7700	B9.00/20	DB9.00/20	Own 3A	6-4x5½	396	38.4	72-1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	109
110	White 630	5000	168	215	20000	8500	B9.00/20	DB9.00/20	Own 3A	6-4x5½	396	38.4	72-1800	H	C	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	110
111	Witt-Will R3B	3400	159		15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13	7	FP	No	Zen	M	D-R	D-R	111
112	Witt-Will R3		159		15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13	7	FP	No	Zen	M	D-R	D-R	112
113	Woods 53B	3995	190	Op		6200	B 8.25/20	DB8.25/20	Her WXC-3	6-4¼x4½	383	43.3	84-2200	L	G	S	2½	13¼	7	PC	Ha	Str	M	A-L	A-L	113
114	Woods 53W	4595	190	Op		6675	B 9.00/20	DB9.00/20	Her WXC-3	6-4¼x4½	383	43.3	84-2200	L	G	S	2½	13¼	7	PC	Ha	Str	M	A-L	A-L	114
115	World DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅝	10	5	PC	Ha	Zen	M	A-L	A-L	115

3 Ton —Cont'd

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
1	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	403	FD	Ros	7x2½x¾	P	Opt	Opt	32	40x2½	50x3	½	1
2	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R	7.5	40.0	Shu 5572	L4IH	403	FD	Ros	7x2½x¾	P	Opt	Opt	32	40x2½	50x3	½	2
3	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	3
4	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	4
5	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	½	5
6	Chi	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65720H	WF	R	7.75	46.2	Tim 33020H	L4IH	631	TD	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54½x3	...	6
7	Per	D.B-L	B-L 55	A	4	No	Blo 4	T1' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3½x1¼	C	Opt	Opt	33¼	43½x3	51½x3	N	7
8	Per	D.Ful	Ful R U 16	U	5	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x1¼	C	144	89	30	48x3	...	C	8
9	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x1¼	P	156	97½	34	42x2½	54x3		9
10	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x¼	C	Opt	Opt	32¼	38½x2½	50x3½	½	10
11	Per	D.Jon	Cov Rus-4	U	4	No.	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2½x¼	C	127	74¼	34	42x2¼	56x3	½	11
12	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	...	FD	Ros	8¼x3¼x¼	C	156	90	41⅛	44x2½	60x3	½	12
13	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	13
14	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 33000H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	14
15	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 65200H	WF	R	6¾	36.1	Tim 33000H	L4IH	398	TD	Ros	9x3½x¼	C	132	80½	35	42x2½	56x3	½	15
16	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis69317B-L	2F	H	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	138	87½	34	45¼x2½	56x3	½	16
17	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	126	80½	34	45¼x2½	56x3	½	17
18	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 5800H	SF	R	Opt	Opt	Shu 5582B	L4IHV	408	TD	Ros	6½x3x¼	C	135	81½	34	45¼x2½	56x3	½	18
19	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	½	19
20	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317 BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	½	20
21	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½2⅞x⅞	C	82¼	54¾	34	39x2¼	45x3	N	21
22	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2⅞x¼	C	132¾	84¾	34	39x2¼	56x3	N	22
23	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2½x¼	C	164¾	104¾	34	39x2¼	56x3	N	23
24	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	8.44	57.8	Own	L4IH	416	CD	Jac	10x3¼	C	99¾	65¾	34	42x3	56x3½	½	24
25	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	149	89¾	34	42x3	56x3½	½	25
26	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	189	114¾	34	42x3	56x3½	½	26
27		P.	.....	U	4	No	3	Own	S½					L4IH				.....		132¾	84¾	....	39x2½	56x3	N	27
28	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	28
29	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	T	168	98	31	45x3	54x3	½	29
30	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	76.7	Shu 615	W2IMV	503	CX	Ros	10x2½x⅞	T	223	121	31	45x3	54x4	½	30
31	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	...	2	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	31
32	Mod	D.B-L	B-L 55	U	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	...	T	Ros	7x3½x¼	C	.....	.....	34	39x2½	52x3	N	32
33	Per	P.B-L	B-L 314	U	4	....	Spi 3	Tim 58200H	WF	H	6.83	41.5	Tim 33020H	L4IHV	398	TX	Ros	6½x3x¼	C	167½	97½	34	37x2½	56x3	N	33
34	Lon	P.B&B	Own	A	4	No	F-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	34
35	Lon	P.B&B	Own	A	4	No	F-S 4	Tim 65200H	WF	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3½x⅞	C	119	81	34	42x2½	54x3	½	35
36	Lon	B-L	B-L 314	U	4	No	Blo 4	Tim 56200H	FF	R	6.16	40.6	Tim 33000H	L4IH	577	TX	Ros	7⅞x3½x⅞	C	120	74	34	43x2½	54x3	½	36
37	Lon	B-L	B-L 51	A	4	No	Blo 4	Wis 6787-L	FF	R	6.41	42.3	Tim 33000H	L4IH	660	CD	Ros	7⅞x3½x⅞	C	120	74	34	43x2½	54x3	½	37
38	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5⅞x2¼x⅞	C	130	93	36	42¾x2½	52¾x2½	N	38
39	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3		39
40	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	..	40
41	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	..	41
42	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	..	42
43	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	..	43
44	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2¼	R	8.05	40.9	Eat 433-F	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	..	44
45	McC	P.B-L	B-L 51-5	U	5	No	Spi	Cla B800	F	R	7.12	42.5	Cla F318	L4IH	660	FD	Ros	7x3½x⅞	C	.....	.....	32½	40x2½	54x3	..	45
46	McC	D.B-L	B-L 51-5	U	5	No	Spi	Tim 65720H	F	R	8.5	50.6	Cla F318	L4IH	768	FD	Ros	7x3½x⅞	C	.....	.....	32½	40x2½	54x3	..	46
47	Per	D.Jon	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FD	Ros	12x2¼x¼	C	127	74¼	34	42x2¼	56x3	½	47
48	Per	D.Jon	Cov Rus-4	U	4	No	Blo 3	Tim 58200H	BF	H	4.55	29.1	Eat 423	L4IHV	658	FD	Ros	8¼x3¼x¼	C	156	90	41⅛	44x2¼	60x3	½	48
49	Own	.....	.....	A	4	No	Blo	.....	.....	.....	.....	.....	Eat 423	4I	.....	.....	Ros	8¼x3¼x¼	C	156	90	41½	44x2¼	60x3	½	49
50	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706 H	WF	H	7.25	68.8	Tim 15733 H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3	½	50
51	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 56200H	SF	..	6.16	40.0	Tim 14703H	L4IH	354	TX	Ros	6x2¼x¼	C	120½	74½	34	42x2¼	52x3	..	51
52	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 64800H	2F	..	6.4	42.2	Tim 14703H	L4IH	354	TX	Ros	6x2¼x¼	C	120½	73½	34	42x2¼	52x3	..	52
53	Own	D.Ful	Ful GOG	A	8	No	Blo	Wis 9018	WF	H	7.75	68.6	Shu 5500	W2IM	424	TX	Ros	6½x2¾x¼	C	128½	76¼	34	42x2½	56x3	..	53
54	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65001-H	WF	H	6.75	40.2	Tim 15733H	L4IHV	400	TD	Ros	6½x2¾	C	120	72¼	34	42x2½	56x3	..	54
55	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	7.25	55.0	Tim 3100H	L4IH	...	CD	Ros	9x3¼x⅞	T	.....	.....	.....	40x2½	58x3	..	55
56	Own	D.Ful	Ful JVU	U	5	No	M.M.6	Tim 56200H	SF	H	6.16	4.30	Tim 3100H	L4IH	...	CD	Ros	9x3¼x⅞	T	.....	.....	.....	40x2½	54x3	..	56
57	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	...	TD	Ros	7x3½x¼	C	110	.....	34	40x2½	56x3	..	57
58	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½x⅞	P	Opt	Opt	32½	40½x2¼	50½x3	N	58
59	You	D.B-L	B-L 51	U	5	No	Blo 3	Wise 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3⅞x⅛	I	97	64½	34½	41⅞x2½	54½x3	¼	59
60	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	T	Var	Var	31½	41x2½	54x3	¼	60
61	You	P.B&B	Ful MLU	U	4	No	Blo 3	Chs B800	SF	H	6.37	40.5	Cla F318	L4IH	307	CD	Ros	8x3x¼	T	Opt	Opt	31½	41x2½	54½x3	¼	61
62	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	51.5	Shu 5550	W2IM	420	CD	Ros	6x3⅞x⅛	I	91	58½	34½	41⅞x2½	54½x3	¼	62
63	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1237Q	2F	H	8.64	63.8	Shu 5550	W2IM	420	CD	Ros	6x3⅞x⅛	I	91	58½	34½	41⅞x2½	54½x3	¼	63
64	Lon	P.B&B	B-L	U	4	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	64
65	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	65
66	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	66
67	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x⅞	C	100	66	33	40x2½	50x3	N	67
68	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x⅞	C	132	83	34	40x2½	50x3	N	68
69	Mod	P.Own	Own	S	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Qwn300	BE4IM	430	2I	Ros	8x3¾x¼	T	115	72½	34	42x3	56x3	¼	69
70	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¾x¼	T	115	72½	34	42x3	56x3	¼	70
71	Per	D.B-L	B-L 314	U	4	No	Spi	Tim 58200H	SF	H	6.83	43.8	Tim 33000H	L4IHV	399	FD	Ros	8x2¼x¼	T	114	75¼	31½	40x2½	52x3	½	71
72	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65720	WF	H	6.8	36.4	Tim 35100H	L4IHV	545	TD	Ros	9x3¼x¼	T	126	82	31½	40x2½	52x3	½	72
73	Own	D.B-L	B-L 51	U	5	No	Spi	Tim 58200H	BF	H	6.83	....	Tim 31000H	LHIH	648	TD	Ros	7½x3x¼	T	164	104	34	38x2½	52x3	½	73
74	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.14	39.9	Tim 33020H	L4IHV	656	FD	Han	8x3x¼	C	140¼	93	32	39x2½	60x3	½	74
75	Mod	D.B-L	B-L 55	U	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	CD	Ros	6½x2½x¼	P	112	75	33	42x2½	56x3	½	75
76	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6½x2½x¼	P	95	73	33	42x2½	56x3	½	76
77	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3½x¼	C	Opt	Opt	34	38x2¼	54x3	N	77
78	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 58200H	WF	R	7.5	49.5	Tim 35000H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	78
79	Per	D.B-L	B-L 51	U	4	No	Spi 3	Wis 6787L	2F	R	7.00	37.4	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	107½	70	32	42x2½	54x3	½	79
80	Per	D.B-L	B-L 51-4	U	4	No	Spi	Tim 65200H	WF	R	6.2	37.2	Tim 15733H	L4IHV	412	FD	Ros	8x3x¼	T	104½	68	32	42x2½	54x3	½	80
N-E	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	H	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	81
N-E	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56⅛x3½	..	82
N-E	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	H	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	83
N-E	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42½x3	56⅛x3½	..	84
A-L	Lon	P.B-L	B-L 314	U	4	Opt	Cle	Tim 64800 H	WF	H	6.5	34.8	Tim 14703 H	L4IH	391	TX	Ros	9⅛x3½x¼	C	144	80	34	40x2¼	54x3½	½	85
A-L	Chi	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 15733H	L4IH	660	TD	Ros	6½x3x¼	C	141	87	34	43x2¼	48x3	N	86
A-L	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x¾	I	85	53	33¾	40x2½	54x3	½	87
A-L	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x¾	I	85	53	33¾	40x2½	54x3	½	88
A-L	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	...	TD	Ros	6x3½x¾	I	88	57½	31	40x2½	54x3	½	89
RBo	Mod	D.B-L	B-L 60-7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x¼	..	113¼	83¼	34	2½x44	50x3		90
D-R	Lon	P.Lon	Cov	U	4	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8¼x2½x⅞	..		64¾	34	41x2½	56x3	½	91
A-L	You	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	92
A-L	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3		93
A-L	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	.....	.....	.....	Ros	.....	.....	144	94½	.....	.....	.....	.....	94
D-R	McC	D.B-L	Own	A	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127	78	40½	38x2½	50x3	N	95
D-R	McC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x¼	C	156	94½	40½	38x2½	54x3	N	96
D-R	McC	D.B-L	Own	U	4	2	Clc	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86½	59¼	40½	38x2½	50x3	N	97
D-R	McC	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	.....	C	.....	.....	40½	38x2½	54x3	N	98
A-L	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56200 H	BF	R	6.17	33.0	Tim 14703 H	L4IH	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	99
A-L	Lon	D.Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	.....	.....	.....	Han	.....	.....	156	97½	.....	.....	.....	.....	100
D-R	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	BF	R	7.80	49.5	Tim	L4IHV	392	TX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	101
D-R	Mod	D.Own	Own	U	5	3 Op	Spi	Wis	2F	R	7.16	55.7	Tim	L4IHV	396	CX	Han	10x3¼x¼	C	144	91	34	42x2½	54x3	½	102
D-R	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	Tim	B4IM	...	TX	Ros	9x2¼x⅞	C	113½	80¼	32	40x3	56x3	½	103
D-R	Mod	B-L	B-L	U	4	A3	Spi	Tim	WF	H	7.8	47.5	Tim	B4IM	...	TX	Ros	9x	C	136¼	79½	32	40x3	56x3	½	104
D-R	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	105
D-R	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	106
D-R	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2CI	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Own	8¼x3⅞x⅞	C	148½	93¼	34½	40½x3	56x3½	½	107
D-R	.....	dp.O'n	Own 78	U	4	No	Spi 4	Own 10C	SF	R	5.18	33.9	Own 9D	O4IA	...	CI	Ros	8½x3½x⅞	C	156	91¾	34½	42x3	56x3½		108
D-R	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 11D	OL4HIV	...	CI	Ros	7½x2⅛x⅞	C	107½	67½	34	41x2½	54x3½	N	109
D-R	.....	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	SF	R	6.33	41.4	Own 6D	O4IHV	554	CI	Ros	8x3x¼	C	109¾	74¾	34½	42x3	56x3½	..	110
D-R	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58000H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	111
D-R	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65001H	WF	H	7.0	37.4	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	112
A-L	Chi	D.B-L	B-L 51	U	5	Opt	Blo 4	Tim 58200H	SF	R	Opt	Opt	Tim 35000H	L4IH	660	FD	Ros	7x3½x¼	P	Opt	Opt	34	41x2½	50½x3	½	113
A-L	Chi	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	2F	R	Opt	Opt	Tim 35000H	L4IH	768	FD	Ros	7x3½x¼	P	Opt	Opt	34	41½x2½	53x3	½	114
A-L	Mod	dp. Lon	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	3½ Ton																									
1	Acme.....45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4–4¼x5	283.5	28.9	55–2000	L	G	C	2	9¾	3	FP	Ha	Zen	G	Eis	A-L	1
2	Amer. LaFrance 12R..	....	Op	Op	20000	7400	P 36x8	DP36x8	Own	6–4½x5½	411.0	40.8	80–1800	L	G	C	3	10½	..	FP	Bu	Zen	V	D-R	D-R	2
3	Atterbury.....70	....	222	222	23000	8400	B 9.75/20	DB9.75/20	Con 20R	6–4½x4¾	380.0	40.8	87–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	3
4	Autocar.....HS	4600	114	161	24000	6550	P 40x8	DP40x8	Own	4–4½x5½	350.0	32.4	45–1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N	4
5	Autocar..3-3½T..SHS	4800	114	161	24000	7900	P 40x8	DP40x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	G	D-R	L-N	5
6	Autocar.....SCHS	4800	157	203	24000	8180	P 40x8	DP40x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	6
7	Autocar..3-3½T.TEA	5350	192	242	22000	8900	P 36x8	DP36x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	7
8	Autocar.....N	4600	174	242	22000	7900	P 36x8	DP36x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	8
9	Available.....T-39	....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6–4⅜x5½	462.0	45.9	88–2200	L	G	C	3	13½	7	FP	Wa	Zen	V	D-R	D-R	9
10	Available.....T-43	....	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6–4⅜x5½	462.0	45.9	88–2200	L	G	C	3	13½	7	FP	Wa	Zen	V	D-R	D-R	10
11	Brockway..3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	85–2400	H	C	N	2¾	13	7	CC	KP	Zen	M	A-L	A-L	11
12	Clinton.....85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6–4x5½	386.4	38..	74–2400	L	G	C	2½	9¼	4	FP	No	Str	V	Spl	D-R	12
13	ColemanD-40X 3½-5t	....	130	184	21100	9700	P 40x8	P 40x8	Bud BA6	6–4½x5½	411.0	40.8	105–2200	L	G	C	2½	9¼	4	FP	Bu	Zen	V	D-R	D-R	13
14	Commerce.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	14
15	Concord.....JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6–4½ .5½	411.0	40.8	85–2000	L	G	C	2½	9¼	4	PC	No	Zen	V	A-L	A-L	15
16	Corbitt.....15B6	....	174	220	17500	5870	P 34x7	DP34x7	Con 16R	6–4x4½	311	38.4	72–2400	H	C	C	2¾	11½	7	FP	No	Zen	V	D-R	D-R	16
17	Corbitt.....15W6	....	183	224	17500	6160	P 34x7	DP34x7	Con 16R	6–4x4½	311	38.4	72–2400	H	C	C	2¾	11½	7	FP	No	Zen	V	D-R	D-R	17
18	Duplex.....EF	....	130	....	17000	6500	S 36x8	S 36x8	Bud EBU-I	4–4¼x5½	312.0	28.9	57–2100	L	G	C	2¾ r	10	3	PS	No	Zen	V	Eis	A-L	18
19	Fageral....U6-3-3½T	3860	165	218	19000	7220	P 34x7	DP34x7	Con 18R	6–4x4¼	339.0	38.4	85–2200	H	C	C	2¾	13	7	PC	KP	Str	M	D-R	D-R	19
20	Fisher-Std.....61-A	....	155	....	16800	5600	P 34x7	DP34x7	Con 16R	6–4x4½	311	38.4	73–2400	H	C	C	2¾	13	7	FP	Ha	Zen	V	D-R	D-R	20
21	F.W.D.....CU-6	5120	148	180	7500	7500	P 38x9	P 38x9	Wau SRS	6–4½x5½	411.	40.8	92–2300	L	G	C	3	13¼	7	PC	Wa	Zen	M	R-Bo	NE	21
22	Garford.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	22
23	(X) Gen. Mot. T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6–3⅛x4⅜	257.5	78.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	23
24	(X) Gen. Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	24
25	(X) Gen. Mot.....T44	2080	141	181	16000	5065	P 36x6	DP36x6	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	25
26	Gotfredson...RW 76A	....	....	....	21900	7500	B9 75/20	DB9.75/20	Bud K428	6–4½x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	26
27	Gotfredson...RD 76A	....	....	....	21900	7500	B9.75/20	DB9.75/20	Bud K428	6–4½x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	27
28	Gramm-Bernstein...A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13	7	FP	HA	Zen	V	A-L	A-L	28
29	G-P 656, 3½-5.....	3325	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc TS	6–3⅞x5	353.0	36.5	97–2750	L	G	C	2¾	10	4	PC	Mo	Str	M	A-L	A-L	29
30	G–P 65-8, 3½-5.....	3485	158	195	15000	5800	B9.00/20	DB9.00/20	Lyc HF	8–3⅝x4½	420.0	36.4	120–3200	L	G	C	2¾	10½	5	PC	Mo	Str	M	A-L	A-L	30
31	(V) Hug... C87, 87M	....	....	....	21800	.....	P 36x8	DP36x8	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	31
32	Hug.....41S	....	160	205	.....	.....	P 36x8	DP36x8	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	32
33	Indiana.....3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	428.0	45.9	100–2400	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	33
34	International.....W2	3900	148	200	.....	8400	S 36x5	S36x10	HaS 151	4–4¼x5½	312	28.9	59–1800	H	C	A	2¾	8¼	3	PC	HS	Zen	U	R-Bo	D-R	34
35	Kleiber.....65	....	190	192	.....	6200	P 34x7	DP 34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	L	C	C	2¾	13	7	FP	No	Str	G	R-Bo	A-Bo	35
36	Kleiber.....210	....	190	192	21000	7100	B 9.00/20	DB9.00/20	Con 20R	6–4½x4¾	380.9	40.8	89–2400	H	C	C	2¾	13	7	CC	Ha	Zen	M	D-R	D-R	36
37	LaFrance-RepublicH-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6–3¾x5	354	36.2	86–2300	L	G	C	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	37
38	Larrabee.....65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13	7	FP	No	Zen	G	D-R	D-R	38
39	Moreland.....E7	3520	182	....	15000	6000	P 34x7	DP34x7	Her WXC 2	6–4½x4½	360.8	40.8	73–3000	L	..	C	2¾	13	7	PC	No	Zen	M	A-L	A-L	39
40	Netco.....E	4500	140	200	18500	7500	B9.75/20	B 9.75/20	Wau 6SRL	6–4⅝x5½	462.	45.9	100–2400	L	G	A	3	13½	7	FP	Wa	Zen	M	A-L	A-L	40
41	Omort.....35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6–4x4½	339.	38.4	73–2000	L	G	B	2¾	13¼	7	PC	No	Zen	M	A-L	A-L	41
42	Oshkosh.....HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YWC	6–4½x4¾	428.0	45.9	90–2000	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	L-N	42
43	Relay.....60DC	4745	175	192	.....	7800	P 38x7	DP40x8	Bud BA6	6–4½x5½	410.9	40.8	83–2100	L	G	C	2½	9¼	4	PC	Bu	Zen	V	A-L	A-L	43
44	Relay.....80	5330	175	192	.....	8600	P 36x6	S 40x12	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	44
45	Service.....80	5250	175	192	.....	8200	S 36x6	S 36x12	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	45
46	Sterling..FW97, FD97	....	192	222	.....	7955	P 36x8	DP36x8	Wau MK	6–4¼x4¾	381.	40.8	85–2500	L	G	C	2¾	12½	7	CC	Wa	Zen	M	D-R	D-R	46
47	Sterling FW97S, FD97S	....	192	222	.....	8200	P 36x8	DP36x8	Wau SRL	6–4⅜x5½	462.	45.9	102–2400	L	G	C	3	13½	7	CC	Wa	Zen	M	D-R	D-R	47
48	Sterling.....FC100	....	192	222	.....	7550	P 36x8	DP36x8	Wau MK	6–4¼x4¾	381.	40.8	85–2500	L	G	C	2¾	12½	7	CC	Wa	Zen	M	D-R	D-R	48
49	Stewart.....19X	3690	165	235	.....	7110	S 36x5	S 30x10	Lyc TS	6–3⅜x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	PS	Ha	Str	M	D-R	D-R	49
50	Stewart.....38-6	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Wau 6SRL	6–4⅜x5½	462.0	45.9	100–2400	L	G	C	3	12½	7	FP	Ha	Str	M	D-R	D-R	50
51	Stewart.....38-8	3990	170	241	.....	7600	B9.00/20	DB9.00/20	Lyc AE	8–3⅜x4½	420.0	44.4	130–2800	L	G	C	2¾	12¾	5	FP	No	Str	M	D-R	D-R	51
52	Studebaker.....99	3795	84	....	.....	5400	B 7.50/20	DB 7.50/20	Own	8–3⅜x4¾	337.0	39.2	115–3200	L	G	C	-⅝	9¼	5	PC	No	Str	M	D-R	D-R	52
53	Walter.....FKD	6300	118	Op	21000	8100	B 9.00/24	DB9.00/24	Own 6	6–4⅓x5½	462.0	46.0	100–1800	L	G	C	3	13½	7	PC	On	Str	V	R-Bo	D-R	53
54	Ward La France .30B	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Own	8–3¾x4½	322	36.4	100–2400	L	G	C	2⅝	10¾	..	FP	Ha	Str	P	D-R	D-R	54
55	Ward La France 30RU	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	55
56	White.....55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4–4¼x5¾	326.3	28.9	54–1600	L	G	S	2¾	11¾	3	FP	On	Zen	V	Eis	....	56
57	White.....631	5750	168	215	24000	9000	B9.25/20	DB9.25/20	Own 3A	6–4x5¾	396	38.4	72–1800	H	G	S	2¾	13½	7	FP	Own	Zen	M	D-R	D-R	57
58	White.....641-3½ Ton	6450	180	214	24000	9700	B9.25/20	DB9.25/20	Own 1AB	6–4½x5¾	519	45.9	90–1800	H	G	S	3	15¼	7	FP	Own	Zen	M	L-N	L-N	58
59	Wichita.....6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6–4½x5½	462	46.0	97–2000	L	G	C	3	13½	7	CC	Wa	Str	M	D-R	D-R	59
60	Witt-Will.....R3B	....	159	....	15500	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13	7	FP	No	Zen	M	D-R	D-R	60
61	Witt-Will.....R35	4200	159	....	16800	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13	7	FP	No	Zen	M	D-R	D-R	61
62	Woods.....75	4960	190	Op	.....	7200	B 9.75/20	DB9.75/20	Her YXC-3	6–4½x4¾	479	51.2	104–2200	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	A-L	62
	4 Ton																									
63	Acme.....8X	....	192	Op	19000	7300	B9.75/20	DB9.75/20	Con 20R	6–4½x4¾	381	40.8	89–2400	H	C	N	2¾	13	7	PC	Ha	Str	M	A-L	A-L	63
64	Amer. La France. 12R	....	Op	160	20000	7500	P 36x8	DP36x8	Own	6–4½x5½	411.0	40.8	75–1800	L	G	C	2½	9¼	4	FP	Ha	Zen	V	D-R	D-R	64
65	Armieder.....41	....	Op	199	16300	7000	P 34x7	DP34x7	Her WXC	6–4x4½	339	38.4	75–2000	L	G	B	2½	13¼	7	PC	Ha	Zen	V	A-L	A-L	65
66	Atterbury.....C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6–4½x4¾	381	40.8	82–2400	H	C	B	2¾	12	4	PC	Ha	Zen	V	D-R	A-L	66
67	Available.....T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6–4½x5¾	549	48.6	100–2000	L	G	N	3½	11¾	4	FP	Wa	Str	V	D-R	D-R	67
68	Brockway..3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13	7	CC	KP	Zen	M	A-L	A-L	68
69	Chicago.....1-50-B	....	140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5½	462	45.9	97–2000	L	G	C	A	3	13½	7	FP	Wa	Str	M	A-L	A-L	69
70	Clinton.....90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2¾ r	11	3	PC	Bu	Zen	V	Spl	D-R	70
71	Clinton.....90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2¾	11	3	PC	Bu	Zen	V	Spl	D-R	71
72	Commerce.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2¾	....	4	PC	Bu	Zen	V	A-L	A-L	72
73	Condor.....GGB	....	190	210	20000	7710	B 8.25/20	DB8.25/20	Con 21R	6–4¾x4¾	428.4	45.9	100–2200	H	C	C	2¾	13½	7	PC	No	Zen	M	A-L	A-L	73
74	Corbitt.....18	....	178	230	21600	8100	P 36x8	DP36x8	Con 18R	6–4x4½	340.0	38.4	82–2400	H	C	C	2¾	12	..	FP	No	Zen	V	D-R	D-R	74
75	Day Elder.....200	4295	156	204	20000	7400	B 9.00/20	DB9.00/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	N	2¾	13	7	FP	Co	Zen	M	D-R	D-R	75
76	Diamond T.....603	2975	169	230	20000	7500	B 9.00/20	DB 9.00/20	Her YWC	6–4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	76
77	Diamond T.....606	3075	177	244	19000	7500	B9.00/20	DB9.00/20	Her YWC2	6–4½x4¾	453.0	48.6	98–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	77
78	Diamond T.750-4, 5 T	4100	178	238	24000	9000	B 9.75/22	DB 9.75/22	Her YXC4	6–4⅝x5½	529	51.3	124–2200	L	G	C	3	13	7	PC	Ha	Zen	M	A-L	A-L	78
79	Fageol.....445	5650	183	216	.....	9300	P 36x8	DP36x6	Wau DU	4–4½x6½	398	32.4	54–1500	L	G	A	2½	9¼	3	PC	Wa	Zen	V	D-R	D-R	79
80	Fageol.....485	6400	184	217	.....	9800	P 36x8	DP36x6	Wau AB	6–4½x5½	549	48.6	100–2000	L	G	A	3½	11¼	4	PC	Wa	Zen	V	D-R	D-R	80
81	Fageol.....470	5750	183	216	.....	9525	P 36x6	DP36x6	Wau SRL	6–4⅜x5½	462	45.9	89–2200	L	G	A	3	13½	7	PC	Wa	Zen	V	D-R	D-R	81
82	Fageol.....370	5200	182	200	8750	....	B9.00x20	DB 9.00x20	Wau SRL	6–4⅜x5½	462.0	46.0	98–2000	L	G	C	3	13½	7	PC	No	Zen	V	D-R	D-R	82
83	Fisher-Std.....80-A	....	146	....	21600	6900	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	C	2¾	13	7	FP	Ha	Zen	V	D-R	D-R	83
84	Fisher-Std.....85-A	....	146	....	21600	7900	P 36x8	DP36x8	Con 21R	6–4¾x4¾	427.5	45.9	102–2400	H	C	C	2¾	13	7	FP	Ha	Zen	V	D-R	D-R	84
85	FWD.....8SU	5220	148	Op	18600	7600	P 38x9	P 38x9	Wau SRL	6–4⅝x5½	462.0	45.9	102–2200	L	G	C	3	13½	7	PC	Wa	Zen	V	R-Bo	NE	85
86	Garford.....80	5330	175	192	.....	8400	S 36x6	S 36x14	Bud BA 6	6–4½x5½	411.0	40.8	83–2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	86
87	(X) Gen. Mot.....T-31	1845	141	181	14000	4695	P 32x6	DP32x6	Own 257	6–3⅛x4⅜	257.5	78.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	87
88	(X) Gen. Mot.....T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	88
89	(X) Gen. Mot.....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6–3⅛x4⅜	257.5	28.3	76–2500	H	G	C	2¾	8½	4	PC	Ha	Mar	M	D-R	D-R	89
90	(X) Gen. Mot.....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	90
91	(X) Gen. Mot.....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	91
92	Gotfredson...RW 84A	....	160	180	.....	8400	P 347	DS40x7	Bud YBUI	4–4½x6	....	32.4	....	L	..	C	..	..	..	PC	Pe	Str	M	R-Bo	D-R	92
93	Gramm.....GY	....	190	210	18000	7700	B 8.25/20	DB 8.25/20	Con 21R	6–4¾x4¾	428.4	45.9	100–2200	H	C	C	2¾	13	7	PC	No	Zen	M	A-L	A-L	93
94	G-P 75-6, 4-6.....	4220	154	191	19000	6900	B9.75/20	DB9.75/20	Wau SRL	6–4⅝x5½	462.	45.9	100–2400	L	G	C	3	13½	7	....	Wa	Str	M	A-L	A-L	94
95	G–P 75-8 4-6.....	4185	174	Op	19000	6900	B9.75/20	DB9.75/20	Lyc AEC	8–3⅜x4¾	420	45.0	135–3000	L	G	C	2¾	11½	5	....	..	Str	M	A-L	A-L	95
96	Hahn & Selden.....47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6–4x4¼	339.3	38.4	82–2400	H	C	N	2¾	..	7	FP	No	Zen	V	A-L	A-L	96
97	Hendrickson.....U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6–4½x5½	411.0	40.8	74–2000	L	G	C	2½	9¼	4	FP	Bu	Zen	M	A-L	A-L	97
98	Indiana....3-4T..195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4½x4¾	380.9	40.8	89–2400	H	C	N	2¾	13	7	CC	KP	Str	M	A-L	A-L	98
99	Kenworth.....185	4750	183	211	.....	7300	P 36x8	DP36x8	Her YXC	6–4⅜x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	99
100	Kenworth.....205	5850	172	223	.....	7700	P 36x8	DP36x8	Bud GL6	6–4½x6	572.5	48.6	114–1900	L	G	C	3	10¼	4	PC	Bu	Zen	M	D-R	D-R	100
101	Kenworth.....220	5200	194	221	.....	8400	P 36x8	DP36x8	Her YXC2	4½x4¾	453.0	48.6	98–2200	L	G	C	3	15	7	PC	Ha	Zen	M	D-R	D-R	101
102	Kleiber.....225	....	202	....	22500	7500	B9.25/20	DB9.25/20	Con 21R	6–4¾x4¾	427.5	45.9	102–2400	H	C	C	2¾	13	7	FP	No	Str	M	D-R	D-R	102
103	Kleiber.....657	....	202	....	....	7500	P 36x8	DP36x8	Bud BA 6	6–4½x5½	411	40.0	90–2000	..	G	C	2½	10	4	PC	..	Str	V	R-Bo	....	103
104	LaFrance-Republic M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau SRL	6–4⅝x5½	462.0	46.0	97–2000	L	G	C	3	13½	7	PC	Wa	Zen	M	A-L	A-L	104
105	Lange.....F16	5500	148	168	23000	8600	P 40x8	DP40x8	Her YXC	6–4¾x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	105
106	Larrabee.....75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6–4½x4¾	380.8	40.8	89–2400	H	C	C	2¾	13	7	FP	No	Zen	G	D-R	D-R	106
107	LeMoon.....HB30	3950	169	199	20000	6400	B9.75/20	DB9.75/20	Wau 6SRL	6–4½x5½	462	45.9	98–2000	L	G	C	3	13½	4	PC	Wa	Str	G	A-L	A-L	107
108	Maccar.....66100	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6–4½x5½	411	40.8	90–2400	L	G	C	2½	9½	4	PC	Bu	Str	V	D-R	D-R	108
109	Maccar.....66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6–4¾x4¾	479.0	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Zen	V	D-R	D-R	109
110	Mack.....BC	5250	154	190	.....	....	P 36x8	DP36x8	Own BC	6–4x5½	414.7	38.4	103–2600	L	G	C	3	12	7	FP	Ha	Str	V	N-E	N-E	110
111	Noble.....166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6–4¼x4¾	381	40.8	88–2400	H	G	N	2¾	13	7	FP	Co	Str	V	A-L	A-L	111
112	Oshkosh.....HXC	5675	146	165	19700	8200	B10.50/20	B10.50/20	Her YXC4	6–4½x5¼	501.0	48.6	106–2000	L	G	C	3	15	7	PC	Ha	Str	M	N-E	L-N	112
113	Pierce-Arrow.....PX	....	160	200	24000	9400	B10.50/20	B10.50/20	Own	6–4¾x4¾	479.0	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	113
114	Relay.....80	5380	175	192	.....	8800	P 38x7	S 40x14	Bud BA 6	6–4½x5½	411.	40.8	83–2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	114
115	Reo.....HJK	....	170	190	20000	....	B8.25/20	DB9.00/20	Own	6–4¼x4¾	381.0	40.8	101–2600	L	G	S	..	..	4	FP	..	....	V	D-R	D-R	115
116	Schacht.. De Luxe 30	....	174	199	.....	7100	B 9.00/20	DB 9.00/20	Her WXC	6–4x4½	339	38.4	73–2200	L	G	C	2¾	13¼	7	PC	Mo	Zen	P	A-L	A-L	116

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							3½ Ton			
1	Per	B-L	B-L 51 5	U	5	No	Spi	Wis 8817B	2F	H	9.51	56.7	Shu 550	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	1
2	G&O	P.B&B	Own	U	4	....	Spi	Tim 65706BY	WF	..	6.00	66.0	Tim 15733BY	....	....	....	Ros	....	..	Opt	Opt	....	....	....	..	2
3	Per	D.B-L	B-L 51–5	U	5	....	Spi	Tim 65720H	W	H	8.50	62.9	Tim 35000H	L4IH	765	....	Ros	8x3¼x¼	..	221	132	34	40x3	56x3½	..	3
4	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	..	4
5	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	..	5
6	Own	dp. Lon	Own T	U	4	Opt	Spi	Own C	2F	H	8.57	54.3	Own J	O2IM	516	FD	Ros	7x2½x¼	C	133½	74¾	34½	41x2½	53x3	..	6
7	Own	dp.Lon	Own T	U	12	A 3	Spi	Own TE	2F	H	7.09	....	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	..	7
8	Own	dp.Lon	Own T	U	4	Opt	Spi	Own TE	2F	H	7.09	45.0	Tim 35000D	LO41D V	574	FD	Ros	8x3x¼	C	150	86½	34½	40x2½	54x3	..	8
9	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	O2IM	492	FD	Ros	7x2½x5½	P	Opt	Opt	32	40x2½	50x3	..	9
10	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	492	FD	Ros	7x2½x5½	P	Opt	Opt	32	40x2½	50x3	..	10
11	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x¼	T	142	84	34½	40x2½	54x3	..	11
12	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	....	RI	Ros	8x3¼x¼	T	....	....	33¼	43½x3	51½x3	N	12
13	R-T	D.Ful	Ful R U16	U	4	A 2	Spi	Wis	2F	H	8.33	59	Wis	W2/4IM	....	TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3	C	13
14	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	14
15	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x¼	..	Opt	Opt	32¼	38½x2½	50½x3	..	15
16	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2½	54x3	..	16
17	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 33000H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	..	17
18	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	....	TX	Woh	6x3 x¼	I	....	....	39	44x3	44x3	N	18
19	Lon	P.B&B	B-L 55	A	7	No	Blo 4	Tim65706 HP	WF	R	6.8	64.6	Own	L4IHV	767	TI	Ros	7½x3½x¼	C	119	81	34	42x2½	54x3	..	19
20	Lon	B-L	B-L 51	A	4	No	Blo 4	Tim 58200H	FF	R	6.16	32.9	Tim 33000H	L4IH	660	CD	Ros	6½x2½x	C	144	79	32	43x2½	54x3	..	20
21	Per	O. H-S	Own	U	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x	C	132	93	36	42¾x2½	52¾x2½	..	21
22	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	22
23	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	..	23
24	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	SF	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	..	24
25	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	..	25
26	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 65720H	F	R	8.5	80.7	Tim 35000H	L4IH.	768	FD	Ros	8x3½x	C	....	....	32½	40x2½	54x3	..	26
27	McC	D.B-L	B-L 55-7	A	7	No	Spi	Tim 75720H	F	R	8.1	77.4	Tim 35000H	L4IH	768	FD	Ros	8x3½x	C	....	....	32½	40x2½	54x3	..	27
28	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706H	WF	H	7.25	68.8	Tim 15733- H	L4IHV	490	TD	Ros	7½x3x¼	T	134	82¼	34	42x2½	56x3	..	28
29	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	7.80	56.0	Tim 33000H	L4IH	....	CD	Ros	10x3½x½	T	....	....	....	40 .3	58x3½	..	29
30	Own	D.Ful	Ful VUOG	U	5	No	M.M.6	Tim 58200H	SF	R	6.82	48.0	Tim 33000H	L4	....	CD	Ros	10x3½x½	T	....	....	....	40x3	58x3½	..	30
31	You	D.B-L	B-L 55	A	7	No	Blo 3	Wis 1237Q	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3¼x¼	T	96¾	64½	34½	41½x2½	54½x3	¼	31
32	You	.. B-L	B-L 51-5	U	5	No	Blo 3	Wis 1237H	2I	H	....	....	Shu 632	L4IH	....	CD	Ros	8x3x¼	T	....	....	....	41½x2½	54½x3	..	32
33	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	..	33
34	Own	P.Own	Own	U	4	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	..	34
35	Own	D.B-L	B-L 55	A	4	No	Spi	Tim 65001H	WF	R	7.75	41.5	Tim 15733H	L4IHV	676	FD	Ros	7x3½x	T	170	106	34	44x3½	52x3	..	35
36	Own	D.B-L	B-L 55	A	7	No	Spi	EatDR2412H	..	R	7.25	77.0	Tim 33020H	L4IHV	676	FD	Ros	7½x3x¼	T	170	Opt	34	38x2½	52x3	..	36
37	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 33020H	L4IHV	658	FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	..	37
38	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	..	38
39	Lon	D.Own	B-L 51	U	4	A 4	Pet	Tim 65001 H	WF	R	6.7	36.1	Tim 15733 H	L4IH	....	TI	Ros	9 x3½x¼	C	156	199	34	39½x2½	54x3	..	39
40	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	..	40
41	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	....	TD	Ros	6x3½x½	I	108	74	31	40x2½	54x3	..	41
42	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83½	34	2½x44	50x3	..	42
43	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3¼x¼	..	156	97½	34	42x2½	54x3	..	43
44	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	44
45	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	45
46	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	..	46
47	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7.75	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	..	47
48	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	61.2	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	..	48
49	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	....	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	..	49
50	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	....	TX	Ros	9x	C	142	84½	32	40x3	56x3	..	50
51	Mod	B-L	B-L	U	4	A3	Spi	Tim	DF	..	7.3	147	Eat	B4IMV	....	TX	Ros	9x	C	142	84½	32	40x3	56x3	..	51
52	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8 x3x	..	143½	91½	41½	38x2½	56¾x3	N	52
53	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	53
54	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46.0	Tim 15733H	L4IHV	....	TX	Ros	7x3½x	Opt	Opt	33	40x2½	60x3	..	54
55	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46	Tim 15733H	L4IHV	....	TX	Ros	7x3½x	C	Opt	Opt	33	40x2½	60x3	..	55
56	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Own	8x	C	166	105½	42½	44x3	51¾x5	..	56
57	....	P.Own	Own	U	4	No	Spi 4	Own 2C	FD	R	8.70	56.9	Own	O4IHV	....	CI	Ros	8½x	C	109¾	74¾	34	42x3	56x3½	..	57
58	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 10C	FD	R	7.16	46.9	Own 9D	O4IA	....	CI	Ros	8½x3 x	C	156	91¾	34	42x3	56x3½	..	58
59	You	D.Ful	Ful MHOG	A	8	U-2	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	C	143¼	91¾	30	40x2½	56x3	..	59
60	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 56001H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	60
61	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	7.00	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	61
62	Chi	D.B-L	B-L 615	U	5	No	Blo 5	Tim 75720H	2F	R	Opt	Opt	Tim 35000H	L4IH	768	FD	Ros	7x3½x	P	Opt	Opt	34	41½x2½	53x3	..	62
																							4 Ton			
63	Per	..B-L	B-L 60-4	A	4	....	Spi	Tim 65720H	WF	R	7.75	41.5	Tim 35000	L4ID	768	TD	Ros	7x3½x¼	P	168	105½	34	40x2½	54x3	..	63
64	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 66704BY	WF	R	6.1	49.0	Tim 15733BY	B4IM	....	TD	Ros	9x2½x¼	T	....	....	33	42x2½	54x3	..	64
65	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	....	....	Shu 5572	L4IHV	....	CD	Ros	7x3x¼	Opt	Opt	31½	40x2½	62½x3	..	65
66	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41½x3	54x3½	..	66
67	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA	530	TD	Ros	7x2½x½	P	Opt	Opt	32	40x2½	50x3	..	67
68	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	..	68
69	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim65720H	WF	R	7.75	73.6	Tim 26450	L2IH	495	TD	Ros	6x3½x	T	Opt	Opt	34	44½x2½	54½x3	..	69
70	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	70
71	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	71
72	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	72
73	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	....	FD	Ros	8¼x3¼x¼x¼	C	176¼	119¼	41½	44x2½	60x3	..	73
74	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	Opt	Opt	Tim 35000H	L4IHV	768	TD	Ros	8x3½x¼	T	132	92	34	40x2¼	54x3	..	74
75	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65706H	WF	R	7.75	43.5	Tim 35000H	L4IHV	489	TD	Ros	9x3½x¼	P	132	80½	35	42x2½	56x3	..	75
76	G&O	D.Cov	Cov	U	4	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	120	79½	34	45¼x2½	56x3	..	76
77	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis 69317BL	2F	H	Opt	Opt	Shu 5582B	L4IHV	499	TD	Ros	6½x3x¼	P	138	88	34	45¼x2½	56x3	..	77
78	G&O	D.Cov	Cov	A	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x¼	P	138	89¼	34	46x3	56x3½	..	78
79	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	....	TX	Ros	8x3x	C	168	101½	....	44x3	60x3½	N	79
80	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	....	TX	Ros	8x3x	C	168	95¾	....	44x3	60x3½	N	80
81	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	....	TX	Ros	8x3x	C	168	101¾	....	44x3	60x3½	N	81
82	Per	P.B-L	B-L 554&60	U	12	A3	Spi 4	Tim 65706	WF	R	5.19	127	Tim 15302	T2IMV	510	TX	Ros	7½x3½x¼	C	172¼	101½	33½	41x3	56x3½	N	82
83	Lon	B-L	B-L 55	U	7	No	Blo 4	Tim 65720W	FF	R	7.75	73.6	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x½	C	126	69	32	43x2½	54x3	..	83
84	Lon	B-L	B-L 55	U	7	No	Blo 4	Tim 66720W	FF	R	8.2	77.9	Tim 35100Tw	W4IA	768	CD	Ros	7½x2½x½	C	126	69	32	43x2½	54x3	..	84
85	Per	D.B-L	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x	C	132	93	36	42¾x2½	52¾x2½	..	85
86	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	86
87	Lon	D.Own	Mun	U	4	No	Spi	Eat 1618	SF	H	5.63	35.5	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	..	87
88	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	SF	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	..	88
89	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6 x3x	P	107	59	34	38x2½	50x3	..	89
90	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	..	90
91	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	49.8	Eat 527F	B4IM	574	TX	Jac	9x3½x	P	125	70	34	40x3	50x3	..	91
92	McC	D.B-L	B-L 60 Max	A	7	No	Spi	T' 66704DHP	WF	..	10.3	98.1	Tim 16710H	....	....	....	Ros	....	..	....	....	....	....	....	..	92
93	Per	D.Jon	Cov Rus	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	658	FD	Ros	8¼x3¼x¼x¼	C	176½	119½	41½	44x2½	60x3	..	93
94	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	H	7.75	65	Tim 35100H	L4IH	....	CD	Ros	11x3½x½	T	....	....	....	40x3	58x3½	..	94
95	Own	D.Ful	Ful VUOG	U	5	No	M.M.7	Wis 1137H	DF	R	7.25	51.2	Tim 35100H	L4IH	....	CD	Ros	11x3½x½	T	....	....	....	40x3	58x3½	..	95
96	Chi	D.B-L	B-L 51	U	5	No	Blo	Wis 1237H	2F	R	....	....	Tim 15733 H	L4IHV	....	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3	..	96
97	Chi	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV	....	FX	Ros	8x3x	P	Opt	Opt	36	43x3	53x3½	N	97
98	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8¼x3x	T	142	84	34½	40x2½	54x3	..	98
99	Per	D.B-L	B-L 554	U	7	A 3	Spi 4	Tim 65720	WF	H	7.75	93.5	Tim 35100	L4IHV	545	TD	Ros	9x3x¼	T	150	100¼	33½	42x2½	56x3	..	99
100	Per	D.B-L	B-L 714	U	8	A 3	Spi 4	Tim 65720	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	8x3x	T	132	85½	33¼	42x2½	56x3	..	100
101	Per	D.B-L	B-L 554	U	8	A3	Spi 4	Ti' 66720	WF	..	7.8	74.0	Tim 15733H	T4IHV	649	FD	Ros	9x3x¼	..	162	111	33¼	42x2½	56x3½	..	101
102	Fed	D.B-L	B-L 55&60	A	12	A	Spi	Eat 2412H	2	H	Opt	Opt	Tim 35120H	L4IHV	870	TD	Ros	7x3½	P	....	....	34	44x2½	52x3	..	102
103	Fed	D.B-L	B-L	A	7	A	Spi	Tim 65706H	WF	R	Opt	....	Tim 15733	T4IHV	870	TD	Ros	7x3½x	P	....	....	34	44x2½	52x3	..	103
104	Per	D.Ful	Ful VUOG	U	5	No	Spi 3	Wis 1237-H	2F	R	7.2	51.0	Tim 35020H	L4IHV	768	FD	Han	8x3x¼	C	133	85¼	32	39x2½	60x3½	..	104
105	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Tim 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x	P	154½	99½	37	44x3	56x3	..	105
106	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65706DH	W-F	H	8½	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3	..	106
107	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	R	6.0	32.1	Tim 35000H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	107
108	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	510	TX	Ros	7x3¼x¼	C	151	95½	33	42x3	56x3	..	108
109	Per	B-L	B-L 60	A	7	No	Spi 4	Tim 65720W	WF	R	6.80	64.6	Tim 26450W	Ws4IA	618	TD	Ros	10x3½x¼	P	115	80	33	42x3	58½x3	..	109
110	Own	P.Own	Own BC	U	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8½x3x	P	120	73	33¼	43½x3	56 x3½	..	110
111	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65706HP	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	111
112	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	142	2I	Han	7x2½x½	..	113¼	83½	34	44x2½	30x3	..	112
113	Lon	P. Lon	Cov	A	4	No	Cle	Tin	....	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x	C	132½	78½	34	41x3	56x3½	..	113
114	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302	....	....	....	Ros	....	..	144	94½	....	....	....	..	114
115	....	dp	....	U	4	....	Cle585	Cla	S	H	6.37	....	....	L4IHV	....	....	Ros	10x3x¼	C	143	83	34	44x3	56x3½	..	115
116	You	D.Ful	Ful MG U	U	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Shu 5572	L4IHV	785	TD	Ros	7x3x¼	P	Opt	Opt	31¼	40x2½	50x3	..	116

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	R.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	4 Ton—Cont'd																									
1	Service	5330	175	192		8400	S 36x6	S 36x14	Bud BA 6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	1
2	Sterling..FW97, FD97		192	222		7955	P 36x8	DP36x8	Wau MK	6-4½x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	2
3	Sterling FW97S, FD97S		192	222		8200	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13½	7	CC	Wa	Zen	M	D-R	D-R	3
4	Sterling FW115, FD115		192	222		8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13½	7	CC	Wa	Zen	M	D-R	D-R	4
5	Sterling FC107		192	222		8050	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462	45.9	102–2400	L	G	C	3	13½	7	CC	Wa	Zen	M	D-R	D-R	5
6	Sterling FC120		192	222		8550	P 40x8	DP40x8	Wau MK	6-4½x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	6
7	Ward La France .35R		Op	Op	21000	8100	B9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13½	7	FP	Wa	Str	P	D-R	D-R	7
8	Ward La France .45E		Op	Op	21000	8100	B 9.00/20	DB9.00/20	Wau SRL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13½	7	FP	Wa	Str	P	D-R	D-R	8
9	White....642-4 Ton	6750	180	214	28000	10600	B9.75/24	DB9.75/24	Own 1AB	6-4½x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	9
10	Witt-Will....R4	4440	159	..	21600	8000	P 36x8	DP36x8	Con 20R	6-4½x4¾	381	40.8	88–2200	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	10
11	Witt-Will....R4X	4600	159	..	21600	8000	P 36x8	DP36x8	Con 21R	6-4½x4¾	427	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	No	Zen	E	D-R	D-R	11
12	Woods....90	5560	190	Op		8100	B9.75/22	DB9.75/22	Her YXC-4	6-4⅝x5½	529	51.2	124–2200	L	G	C	..	15	7	PC	Ha	Str	M	R-Bo	A-L	12
13	World....DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115–3300	L	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L	13
	4½ Ton																									
14	(X) Gen. Mot....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6-3⅛x4½	257.5	28.3	76–2500	H	G	C	2¾	8¼	4	PC	Ha	Mar	M	D-R	D-R	14
15	(X) Gen. Mot....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	15
16	(X) Gen. Mot....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	16
17	Gotfredson....RW96A				24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4⅝x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	17
18	Gotfredson....RD96A				24000	8500	B9.75/20	DB9.75/20	Buda K479	6-4⅝x4¾	479.0	51.2	100–2000	L	G	C	3	11½	7	FP	Ha	Zen	M	D-R	D-R	18
19	Larrabee 85	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6-4¾x4¾	424.4	45.9	97–2400	H	C	C	3	13⅛	7	FP	No	Zen	G	D-R	D-R	19
20	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅛	7	FP	Wa	Str	P	D-R	D-R	20
	5 Ton																									
21	Acme....10X	....	194	Op	23500	9600	B10.50/ 20	DB10.50/20	Con 15H	6-4½x5¾	548.6	48.6	105–2000	L	G	A	3	13¼	7	PC	Pe	Str	M	A-L	A-L	21
22	Am. La Fra....12R	....	160	Op	22000	7500	B9.75/20	DB9.75/20	Own	6-4½x5½	410.9	40.8	75–1800	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	22
23	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6-4½x6	572.5	48.6	115–1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	23
24	Armleder....61	....	Op	199	19420	6700	P 36x8	DP36x8	Her WXC2	6-4¼x4½	360	40.8	80–2200	L	G	B	2½	13¼	7	PC	Ha	Zen	V	A-L	A-L	24
25	Atterbury....100	....	223	237	28000	9100	B10. 50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	101–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	25
26	Autocar 3½ & 5T....C	5500	172	186	26000	9500	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	26
27	Autocar....TFA	6100	192	242	26000	9300	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	27
28	Available....T-50	....	Op	Op	22000	9300	B 9.75 20	DB9.75/20	Wau 6RB	6-5x5¾	677.	60.0	125–2000	L	G	C	3½	11¼	4	FP	Wa	Zen	V	D-R	D-R	28
29	Brockway....4-5T–220	....	170	224	22000	8200	P 40x8	DP40x8	Con	6-4⅝x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	29
30	Clinton....120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½r	12⅛	3	PC	Bu	Zen	V	Spl	A-Bo	30
31	Clinton....120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½r	12⅛	3	FP	Bu	Zen	V	Spl	A-Bo	31
32	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4½x5½	411	40.8	105–2200	L	G	C	2½	9⅛	4	FP	Bu	Zen	V	D-R	D-R	32
33	Coleman X-100F 5-7½	....	144	184	29800	11300	P 42x9	P 42x9	Bud GL	6-4½x6	572.5	48.6	120–2000	L	G	C	3	10¼	4	FP	Bu	Str	V	D-R	D-R	33
34	Commerce....100	58 :0	175	192	....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2¼	9⅛	4	PC	Bu	Zen	V	A-L	A-L	34
35	Condor....CHB	....	210	236	24000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13¼	7	PC	Pe	Zen	M	A-L	A-L	35
36	Condor....CGW	....	157	240	28000	9500	B 9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	36
37	Corbitt....24	....	195	30	24800	9200	P 38x9	DP38x9	Con 20R	6-4¼x4¾	381	40.8	88–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	37
38	Day Elder....240	5500	162	204	24000	9300	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	38
39	Diamond T....750	4100	178	238	24000	9000	B 9.75/22	DB9.75/22	Her YXC4	6-4½x5¼	529.0	51.3	124–2200	L	G	C	3	13⅛	7	PC	Ha	Zen	M	A-L	A-L	39
40	Douglas....F4	5525	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½	12⅛	3	PC	Bu	Zen	E	L-N	L-N	40
41	Douglas....F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114–1900	L	G	C	3	10¼	4	PC	Bu	Zen	E	L-N	L-N	41
42	Duplex....M 5-7 Ton	7600	Op	..	28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105–2200	L	G	C	3	10¼	4	FP	....	Str	V	A-L	A-L	42
43	Federal. 4C6A 4-5 T.	4735	192	231	22000	8330	P 36x8	DP 36x8	Con 20R	6-4¼x4¾	381	40.8	90–2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	43
44	Federal. 4C6AB 4-5 T.	4960	192	231	22000	8850	P 36x8	DP36x8	Con 20R	6-4¼x4¾	381	40.8	90–2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	44
45	Fisher-Std....100A	....	168	..	21600	8300	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	45
46	Fisher-Standard..105A	....	168	..	25000	8400	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	D-R	D-R	46
47	F.W.D....M5	7600	165	Op	24800	11800	B 12.75/20	B 12.75/20	WauSRL	6-4¾x5½	462	45.9	102–2200	L	G	C	3	13⅛	7	PC	Wa	Zen	M	N-E	N-E	47
48	Garford....100	5830	175	192	....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	48
49	(X)Gen. Mot....T51	2565	155	200	19000	5955	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	49
50	(X) Gen. Mot....T55	2690	155	200	19000	6095	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	FC	Ha	Mar	M	D-R	D-R	50
51	(X) Gen. Mot....T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	FC	Ha	Mar	M	D-R	D-R	51
52	(X)Gen. Mot....T61	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	52
53	(X) Gen. Mot....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¼	4	PC	Ha	Str	M	D-R	D-R	53
54	(X)Gen. Mot....T-83	3990	155	201	24000	7670	B9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8	4	PC	Ha	Str	M	D-R	D-R	54
55	(X)Gen. Mot....T85	5570	171	204	26000	10565	P 36x8	DP36x8	Own 468	6-4½x5½	468	43.4	115–2500	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	55
56	Gotfredson...RW-86A	....	Op	..		....	P 38x9	DP38x9	Her YXC3	6-4⅝x4¾	478.8	51.2	105–....	L	G	C	3	....	7	FP	Pe	Str	M	D-R	D-R	56
57	Gramm GW....5-7½	....	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	428.0	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	No	Zen	M	A-L	A-L	57
58	Gramm....HY, 5-6½	....	210	236	22000	10100	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127–2300	L	G	A	3	13¼	7	PC	Pe	Zen	M	A-L	A-L	58
59	Gramm-Bernstein HV	....	162	212	24000	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427	45.9	102–2400	H	C	C	2¾	13⅛	7	FP	Ha	Zen	V	A-L	A-L	59
60	Hahn & Selden...67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	27.5	45	100–24.0	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	60
61	Hug....C97, 97	....	133	213	26000	11000	P 36x9	Bud BA6	Hu	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Ha	Zen	M	R-Bo	D-R	61
62	Indiana....4-5T–220	....	170	224	22000	8200	P 40x8	DP40x8	Con	6-4¼x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Zen	M	A-L	A-L	62
63	International....W-3	4850	160	235	....	10125	S 36x6*	S 40x12*	Ha S152	4-4¾x5½	390.0	36.1	69–1800	H	G	A	3	8¾	3	PC	HS	Zen	V	R-Bo	....	63
64	Kenworth....240	5450	170	221	....	8400	P 36x8	DP36x8	Her YXC3	6-4⅝x4¾	478	51.2	103–2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	64
65	Kleiber....66	....	206	..	....	9435	B 9..75/20	DB9 75x20	Con 21R	6-4½x4¾	428.4	45.9	100–2600	H	C	N	2¾	13⅛	7	PC	No	Str	V	R-Bo	D-R	65
66	Kleiber....260	....	206	..	26000	9000	B9.75/20	DB9.75/20	Bud GF6	6-4¾x6	638.0	54.1	126–1850	L	C	C	3	13⅛	7	FP	No	Str	N	D-R	D-R	66
67	Lange....T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¼	453	48.6	99–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	67
68	Maccar....86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4½x5½	411.0	40.8	75–2200	L	G	C	2½	9⅞	4	PC	Pe	Str	V	R.Bo	D-R	68
69	Maccar....86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4½x4¾	479 .8	51.3	102–2000	L	G	C	3	15	7	FP	Pe	Str	V	D-R	D-R	69
70	Mack BJ.......	6150	169	240	....	.....	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	70
71	Mack AK.......	5150	162	228	....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	....	71
72	Mack AK.......	5250	162	228	....	.....	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	4	PS	On	Str	V	R-Bo	....	72
73	Mack AK.......	6450	174	240	....	.....	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	73
74	Mack AC.......	4950	156	240	....	.....	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	....	74
75	Moreland....EX-7	4325	182	....	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	360.8	40.8	78–....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	75
76	Netco....J	5300	140	200	33200	9500	B 40x8	B 40x8	Wau 6SRL	6-4⅜x5½	462	45.9	100–2400	L	G	A	3	13⅛	7	FP	Wa	Zen	M	A-L	A-L	76
77	Oshkosh....FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her YXC4	6-4½x5¼	529.0	51.3	112–2600	L	G	C	3	15	7	PC	Ha	Str	M	RBo	L-N	77
78	Pierce-Arrow....PY		160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4⅝x4¾	479.	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	78
79	Relay....100AC	6615	230	....	....	10000	B 9.00/24	DB9.00/24	Con 21R	6-4¾x4¾	428.4	45.9	100–2200	L	G	C	2¾	12⅛	7	PC	No	Str	V	A-L	A-L	79
80	Schacht De Luxe....40	....	174	199	....	8000	B 9..75/20	DB9.75/20	Her WXC2	6-4¼x4½	360.8	40.8	80–2200	L	G	C	2⅝	13¼	7	PC	No	Zen	P	A-L	A-L	80
81	Service....100	5830	175	192	....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	81
82	Sterling FW115, FD115		192	222	....	8555	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	82
83	Sterling FW140, FD140	....	192	222	....	10050	P 40x8	DP42x9	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	83
84	Sterling....FC120	....	192	222	....	8550	P 40x8	DP40x8	Wau MK	6-4½x4¾	381	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	84
85	Sterling....FC135	....	192	222	....	8755	P 40x8	DP40x8	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	85
86	Stewart....31X	4990	165	235	....	9340	S 36x6	DS36x6	Wau 6SRL	6-4⅜x5½	462.	45.9	100 2000	L	G	C	3	12⅞	7	FS	Str	V	D-R	D-R	86
87	Walter....FHS	7600	Op	Op	136	26000	9000	B 9..75/24	DB9. 75/24	Own 6	6-4½x5¾	549	4..6	110–1800	L	G	C	3½	10¼	4	PC	On	Zen	V	R-Bo	D-R	87
88	Ward La France..50C	....	Op	Op	24000	9600	S 36x6	DS40x7	Wau SRL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	11¼	7	FP	Wa	Str	P	D-R	D-R	88
89	Ward La France..5B6	....	Op	Op	24000	9800	S 36x6	DS40x7	Wau AB	6-4½x5¼	548.7	48.6	100–1800	L	G	C	3½	11¾	4	FP	Wa	Str	P	R.Bo	D-R	89
90	White....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¼	3	FP	On	Zen	V	Eis	....	90
91	White....55	4765	174	215	....	8737	S 36x6*	DS40x6	Own GRB	4-4¼x5¾	326.3	28.9	56–1800	L	G	S	2¼	11¾	3	FP	On	Zen	V	....	L-N 1	91
92	White....643-5 Ton	6950	180	214	32000	10900	B10.50/ 24	DB10.50/24	Own 1AB	6-4½x5¾	519	45.9	96–1800	H	C	S	3	15⅛	7	FP	Own	Zen	E	L-N	L-N	92
93	Witt-Will....R5	5300	159	....	24000	9000	P 38x9	DP38x9	Con 20R	6-4¼x4¾	381	40.8	88–2400	H	C	N	2¾	13⅛	7	FP	No	Zen	M	D-R	D-R	93
94	Woods....105	6975	190	Op	....	8700	B 10.50/22	DB10.50/22	Her HXC	6-5¼x6	770	66.1	164–2000	L	G	S	3½	....	7	PC	Ha	Str	M	R-Bo	A-L	94
95	World....DB-115	3895	165	191	20000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115–3300	L	C	C	2¾	10	5	PC	Ha	Zen	M	A-L	A-L	95
	5½ Ton and More																									
96	A.C.F....T-160	....	186	222	23600	9850	B9.75/22	B9.75/22	Ha S-160	6-4¼x5½	468	43.3	120–2200	H	C	A	2¾	....	7	CC	No	Zen	V	D-R	D-R	96
97	A.C.F....T-175B	....	186	222	24300	10400	B10.50/22	B10.50/22	Ha 175	6-5x6	707	60	175–2200	H	C	A	3¼	....	7	CC	No	Zen	M	D-R	D-R	97
98	A.C.F....T-175A	....	186	240	28300	11250	B10.50/24	B10.50/24	Ha S-175	6-5x6	707	60	175–2200	H	C	A	3¼	....	7	CC	No	Zen	M	D-R	D-R	98
99	Am.-LaF. Big Ch. 16R	6500	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50–1200	L	G	C	2⅝	9⅛	3	FP	Bu	Zen	V	D-R	D-R	99
100	Autocar....CEA	6000	172	....	30000	10000	S 36x7	DS40x8	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	100
101	Autocar....F 7½ Ton	6800	173	214	32000	11000	S 36x7*	DS40x8*	Own	6-4½x4¾	453	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	101
102	Brockway 5½-7½ T250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅛	7	CC	KP	Str	M	A-L	A-L	102
103	Brockway 7½-10T-290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	103
104	Clinton. .120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61–1400	L	G	C	2½r	12⅛	3	PC	Bu	Zen	V	Spl	D-R	104
105	Coleman F-200 7½ Ton	....	144	148	32000	13750	P 44x10	DP44x10	Sterling	6-5¼x6	779.3	66.1	177–2200	L	G	A	3	13⅞	7	FP	St	Sch	P	N-E	N-E	105
106	Commerce....100 ZB	5830	175	....	....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	106
107	Corbitt 5-7½ T....33	....	195	230	33200	10000	P 44x10	DP44x10	Con 21R	6-4⅜x4¾	427.5	45.9	112–2400	H	C	C	2¾	13⅛	7	FP	No	Zen	V	D-R	D-R	107
108	Federal....X8 7½ Ton	5085	162	186	28000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61–1350	L	G	C	2⅝	10⅜	3	FP	Pe	Zen	V	A-Bo	D-R	108
109	Federal. X8R 7½ Ton	5810	162	186	28000	10000	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	427.5	45.9	100–2200	H	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	109
110	F.W.D. M7 .7½ Ton	8700	165	Op	31750	13000	P 40x10	DP40x10	Wau RB	6-5x5½	677.	60.	127–2000	L	G	C	3½	11¾	4	PC	Wa	Zen	M	N E	N-E	110
111	Garford....100ZB	5830	175	....	....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	411	40.8	83–2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	A-L	A-L	111
112	(X)Gen. Mot....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	112
113	(X)Gen. Mot....T55	2750	155	200	19000	6390	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¼	4	PC	Ha	Mar	M	D-R	D-R	113

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							4 Ton Cont'd			
1	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	.....	...	...	Ros	.....		144	94½	..	.....	.....	..	1
2	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	2
3	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w 2	R	7¾	51.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	3
4	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	4
5	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	8.2	54.6	Tim	O2IMV	576	FX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	5
6	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	6
7	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65720H	WF	R	Opt	Opt	Tim 15733H	L4IHV	...	TX	Ros	7x3½x⅞	C	Opt	Opt	33	40x2½	54x3	½	7
8	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65706D	WF	R	Opt	Opt	Shu 5550	T2IMV	...	TX	Ros	7x3½x⅞	C	Opt	Opt	33	40x2½	54x3	½	8
9	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3⅞x⅞	C	156	91¾	34⅞	42x3	52x5	N	9
10	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	7.25	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	10
11	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	6.8	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	11
12	Chi	D.B-L	B-L 714	U	4	Opt	Blo 5	Tim 66720	2F	R	Opt	Opt	Tim 26450	T2IMV	500	2I	Ros	7x3½x⅞	P	Opt.	Opt.	34	41½x2½	54½x3	½	12
13	Mod	DP.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	13
																								4½ Ton		
14	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34⅞	38x2½	50x3	½	14
15	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x⅞	P	125	70	34⅞	40x3	50x3	½	15
16	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9x3½x⅞	P	125	70	34⅞	40x3	50x3	½	16
17	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	F	R	9.5	90.2	Tim 26450H	L4IH	...	FD	Ros	8x3½x⅞	C	.....	.....	32½	40x2½	54x4	½	17
18	McC	D.B-L	B-L 60-7	A	7	No	Spi	Tim 66720dh	F	R	9.1	86.5	Tim 26450H	L4IH	...	FD	Ros	8x3½x⅞	C	.....	.....	32½	40x2½	54x4	½	18
19	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	...	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	56x3½	½	19
20	Own	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	...	TX	Ros	7x3½x⅞	C	Opt.	Opt.	33	40x2½	56x3½	½	20
																								.5 Ton		
21	Per	B-L	B-L 60-7	A	7	....	Spi	Tim 66720W	WF	R	9	85.5	Tim26050TW	T4IA	921	TD	Ros	9x3¼x1¼	P	168	105¼	34	44x3	54x3½	½	21
22	G&O	P.B&B	Own	A	4	U2	Spi	Tim66704BY	WF	R	6.00	66.0	Tim 15733B	B4IM	...	TD	Ros	9x2½x¼	T	Opt	Opt	33	42x2½	54x3	¼	22
23	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	...	TX	Own	9½x2½x1¼	T	Opt	Opt	33	44x3	56x3	¼	23
24	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	8.5	55.2	Shu 5572	L4IHV	793	C	Ros	8x3x¼	C	Opt	Opt	31½	40x2½	62½x3	..	24
25	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	...	Ros	9x3¼x1¼	C	221	133	34	40x3	56x4	..	25
26	Own	dp.Lon	Own B	A	4	No	Spi	Own C	2F	R	8.57	52.8	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158½	88½	34½	42½x3	54½x4	½	26
27	Own	dp.Lon	Own T	U	12	A3	Spi	Own TF	2F	H	7.20	103	Tim 26450	L04ID	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	½	27
28	Own	P.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9½	90.0	Shu 638	B4IA	441	FD	Ros	8x2½x1¼	P	Opt	Opt	36	42x3	52x3½	½	28
29	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅞	T	142	84	34½	40x2½	54x3	½	29
30	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x1¼	T	Opt	Opt	38	43½x3	55½x4	N	30
31	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	H	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x1¼	T	Opt	Opt	38	43½x3	55½x4	N	31
32	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2½x1¼	C	168	105	30	48x3½	52x3½	C	32
33	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2½x1¼	C	168	105	30	48x3½	52x3½	C	33
34	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	...	FD	Ros	.....		144	94½	..	.....	.....	..	34
35	Per	D.Ful	Ful HU 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	864	FD	Ros	8¾x3¼x¼	C	198½	141½	41½	44x3	60x4	½	35
36	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627K	2F	H	6.3	41.	Tim 27450	4IA	864	FD	Ros	7½x3x¼	C	125½	73½	36	46x3	58x3½	½	36
37	Per	D.B-L	B-L 60	A	7	No	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T4IHV	695	2I	Ros	8x2½x¼	C	162	109	34	46x3	60x3½	½	37
38	Per	D.B-L	B-L 60	A	4	No	Blo	Tim 66720H	WF	R	9.50	50.8	Tim 26450H	L4IHV	520	TD	Ros	10x3¼x⅞	C	132¾	78¾	37	48x3	60x3½	½	38
39	G&O	D.Cov	Cov	A	5	No	Sp P4	Wis 1627KW	2F	R	Opt	Opt	Shu 678	Ws4I	552	TD	Ros	7½x3½x⅞	P	138	89¼	34	46x3	56x3½	½	39
40	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2½x⅞	T	216	130	36	45x3	54x4	½	40
41	Own	D.Ful	Ful HU18	U	4	Opt	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2½x⅞	C	156	108	36	48x3	54x4	½	41
42	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	...	...	Ros	9½x3½x⅛	C	.....	.....	38½	42x3	56x4	N	42
43	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704 HP	WF	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7⅞x3½x⅞	C	180	107⅛	34	42x2½	54x3	½	43
44	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704WP	WF	R	7.6	72.2	Own	T4IA	921	RI	Ros	7⅞x3½x⅞	P	180	107⅛	34	42x2½	54x3	½	44
45	Lon	B-L	B-L 60	A	7	No	Blo 5	Tim 68720W	FF	R	8.2	77.9	Tim 35100T	W4IA	768	CD	Ros	8x2½x¼	C	144	94	38	46x3	54x4	½	45
46	Lon	B-L	B-L 60	A	7	No	Blo 5	Tim 68720Tw	FF	R	8.75	83.1	Tim 27450T	W4IA	820	CD	Ros	8x2½x⅞	C	144	94	38	46x3	54x4	½	46
47	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3x¼	C	153½	110½	34	48 3½	52x4	N	47
48	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	...	...	Ros	.....		144	94½	..	.....	.....	..	48
49	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x⅞	P	125	70	34⅞	40x3	50x3	½	49
50	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9½x3x⅞	P	125	70	34⅞	40x3	50x3	½	50
51	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	WF	R	8.50	52.5	Eat 527F	B4IM	685	TX	Jac	9x3½x⅞	P	125	69¼	34⅞	40x3	54x3	½	51
52	Lon	D.Own	Mun	U	4	No	Spi	Tim 65720	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x⅞	P	125	69¼	34⅞	40x3	54x3	½	52
53	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	WF	R	10.2	143	Eat 527F	B4IM	793	TD	Jac	9x3½x⅞	P	125	70	34⅞	40x3	54x3	½	53
54	Lon	D.Own	Mun	U	12	A	Spi	Tim 67704	WF	R	10.2	143	Tim 36010	B4IMV	865	TX	Jac	9x3½x⅞	P	125	70	34⅞	40x3	54x3	½	54
55	Lon	D.	Ful	U	4	No	Spi	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x⅞	P	137	82	34½	50x3½	54x3	½	55
56	Lon	D.B-L	B-L	A	7	....	Spi	T' 66704DHP	WF	R	10.3	64.4	Tim 16710H	T4IA	...	RI	Ros	7x2¾x¼	C	.....	.....	..	40x2½	54x4	..	56
57	Per	D.Jon	Cov Rus	U	4	No	Blo	Wis 1627	2F	H	6.3	41.0	Tim	4IA	864	FD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	½	57
58	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	864	FD	Ros	8¾x3¼x¼	C	198½	141½	41½	44x3	60x4	½	58
59	You	D.B-L	B-L 60	A	7	No	Blo	Tim66720DH	WF	H	9.00	85.5	Tim 16710H	LT4IHV	690	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	62x3½	½	59
60	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	R	....	....	Tim 16710 H	4IHV	...	TD	Ros	7x3½x¼	P	110	..	34	40x2½	56x3½	½	60
61	You	D.B-L	B-L 55	A	7	No	Blo 4	Wis 1627KW	2F	H	10.2	85	Shu 678	W4IA	471	CD	Ros	8x4x⅟	I	112	80	34½	41⅞x3	54½x3½	½	61
62	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅞	T	142	84	34½	40x2½	54x3	½	62
63	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81¼	34	44x3	58x4	½	63
64	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 4	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	64
65	Own	D.B-L	B-L	A	7	Spi	Spi 6	Tim 66702D	W	R	8.50	91.8	Tim 16302	OPV	690	FD	Ros	8x3½x⅞	C	192	130	38	44x2½	52x3	½	65
66	Mod	D.B-L	B-L 714	A	12	A3	Spi	Eat 65041W	2	R	8.5	91.0	Tim 26450]	Ws	...	FD	Ros	8x3½x⅞	T	.....	.....	38	44x2½	52x3	½	66
67	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅞	P	.....	99½	37	40x3	56x4	½	67
68	Bus	D.B-L	B-L 55	A	4	No	Spi	Tim 66702D	WF	R	9.66	51.7	Tim 16302	T2IM	510	FD	Ros	7x3½x¼	C	148	92½	33	42x3	56x3	½	68
69	Per	B-L	B-L 60	A	7	No	Spi 4	Tim66720W	WF	R	7.8	74.1	Tim26450TW	Ws4IA	623	FD	Ros	9x3x¼	C	115	80	33	42x3	58½x3	½	69
70	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8¼x2⅞x⅞	T	144	80	33⅓	48x3½	56⅞x3½	½	70
71	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8¼x2½x¼	C	132	93⅞	37¼	48x3½	52x4	½	71
72	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8¼x2½x¼	C	132	93⅞	37¼	48x3½	56x4	½	72
73	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8¼x2½x¼	C	132	..	37½	48⅛x3½	56⅛x4	..	73
74	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅞	C	132	92	37½	46x3½	52x4	½	74
75	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9⅞x3½x5	C	156	99	34	39½x2½	54x3	½	75
76	Mod	D.B-L.	B-L 60	U	5	No	Pet 4	Tim 68700	WF	R	8	9.25	Tim 17300	2M	615	ID	Ros	9x3x¼	C	132	96	34	40x3	50x4	½	76
77	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	Own	142	2I	Han	7x2½x½	T	113½	83⅞	34	44x2½	50x3	½	77
78	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x3½x⅛x⅞	C	132⅞	78⅜	34	41x3	56x4	½	78
79	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	..	7.88	58.5	Shu 1660W	4IA	447	FX	Han	8½x3½x⅞	P	216	148	34	42x3	60x4	½	79
80	You	D.Ful	Ful MG U	U	4	Op	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	80
81	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	...	...	Ros	.....		144	94½	..	.....	.....	..	81
82	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	8.20	54.6	Tim	L4IHV	664	CX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	82
83	Mod	D.Own	Own	U	4	3 Op	Spi	Tim	w/2	R	10	66.6	Tim	W84IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	83
84	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	12x3¼x¼	C	172	108	34	48x3	54x3	½	84
85	Mod	D.Own	Own	U	4	3 Op	Spi	Own	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	98x3	54x3	½	85
86	Mod	D.Ful	Ful	A	8	U	Spi3	Tim	WF	R	10.5	15.1	Sal	B4IMV	...	TX	Ros	9⅞x2½x⅛	C	136¼	79½	32	40x3	56x4	½	86
87	Own	Own	Own	U	5	N-	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	15x3x¼	C	126	96	36	52x4	52x4	N	87
88	Own	P.B-L	B-L	A	7	....	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x⅞	..	Opt	Opt	37	44x3	56x3½	½	88
89	Own	P.B-L	B-L	A	7	....	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x⅞	..	Opt	Opt	37	44x3	56x3½	½	89
90	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	N	90
91	Own	P.Own	Own 4B	U	4	Op	Spi 4	Own	2F	R	10.1	66.1	Own	OPM	349	2X	Own	8x	I	166½	105½	42½	44x3	51⅞x5	N	91
92	....	dp.O'n	Own 7B	U	4	No	Spi 4	Own 13C	FD	R	10.1	66.5	Own 9D	O4IA	...	CI	Ros	8½x3⅞x⅞	C	156	91¾	..	.....	52x5	N	92
93	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66704DH	WF	R	9.0	98.2	Tim 16700H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	.....	.....	..	93
94	Chi	D.B-L	B-L 70	A	4	No	Blo 6	Tim 68720	2F	R	Opt	Opt	Tim	T2IMV	500	2I	Ros	.....	P	Opt	Opt	34	41½x2½	.....	½	94
95	Mod	dp.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	42x3	56x3	½	95
																								5½ Ton and More		
96	Lon	P.B-L	B-L	U	4	No	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	96
97	Lon	dp. Lon	B-L	U	4	No	Spi 6	Tim 76730	2F	R	7.46	52.7	Tim 27451	O4IA	720	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	97
98	Lon	dp. Lon	B-L	U	4	No	Spi 6	Tim 79730	2F	R	7.48	52.8	Tim 27451	O4IA	975	CD	Ros	8x3	C	172	102	33½	42x3	56x4	½	98
99	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	...	2X	Own	8x3x⅞	C	209	139	36	45x3	56x4	N	99
100	Own	dp.Lon	Own B.	A	4	Opt	Spi	Own C	2F	R	8.57	52.5	Own CL	O2IM	502	TD	Ros	9x3x¼	C	158½	88½	34½	42½x3	54½x4	½	100
101	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅞	T	159½	88¾	34¼	42½x3	54½x4	½	101
102	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim .	WF	R	8.75	63.7	Shu	LTIHV	664	CD	Ros	8x3x⅞	P	162	99	36	40x3	54x4	½	102
103	Lon	D.B-L	B-L	A	4	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	CD	Ros	8x3x⅞	C	162	99	36	40x3	54x4	½	103
104	Own	D.B-L	B-L 60	A	4	No	Blo	Ti' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x1¼	T	Opt	Opt	38	43½x3	55½x4	N	104
105	Per	B-L	B-L 714	U	8	A 2	Spi	Wis HD	2D	H	8.5	180	Wis HD	O2/4IA	...	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	..	105
106	Lon	D.Own	B-L 60 Max	A	7	No	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	...	...	Ros	.....		144	94½	..	.....	.....	..	106
107	Per	D.B-L	B-L 60 Max	A	7	No	Spi	Tim68720TW	WF	H	Opt	Opt	Tim27450TW	T4IA	603	2I	Ros	8x3x⅞	T	162	109	34	46x3	56x4	..	107
108	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68720DP	WF	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x⅟	C	151	87½	38	44x3	56x3½	½	108
109	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	WF	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x⅟	C	151	87½	38	44x3	56x3½	½	109
110	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x⅟	C	153½	110½	34	48x3½	52x4	N	110
111	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302	.....	...	...	Ros	.....		144	94½	..	.....	.....	..	111
112	Lon	D.Own	Mun	U	4	No	Spi	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM.	574	TX	Jac	9x3½x⅞	P	125	70	34⅞	40x3	50x3	½	112
113	Lon	D.Own	Mun	U	4	No	Spi	Eat T45R	2F	R	8.05	49.8	Eat 527F	B4IM	574	TX	Jac	9x3½x⅞	P	125	70	34⅞	40x3	50x3	½	113

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	5½ Ton and More—Cont'd																									
1	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94–2500	H	G	C	2½	8¾	4	PC	Ha	Mar	M	D-R	D-R	1
2	(X)Gen.Mot.T615-6½	3445	154	200	22000	6965	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¾	4	PC	Ha	Str	M	D-R	D-R	2
3	(X)Gen.Mot.T82..5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¾	4	PC	Ha	Str	M	D-R	D-R	3
4	(X)Gen.Mot. T-83, 5-7	4070	155	201	24000	7755	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¾	4	PC	Ha	Str	M	D-R	D-R	4
5	(X)Gen. Mot. T85 5-7	5600	171	204	26000	10630	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	43.3	115–2200	H	G	A	2¾	14¾	7	FP	Ha	Str	M	D-R	D-R	5
6	Gotfredson...RW104A	....	169	193	.....	12000	S 36x6	DS40x8	Bud BBU	4-5x6½	.....	40.0	.....	L	.....	.....	.....	.....	.....	PC	Pe	Zen	V	R-Bo	D-R	6
7	Gotfredson...RW106A	....	173	196	.....	12400	S 36x6	DS40x8	Own	6-4½x4¾	.....	48.6	.....	L	.....	.....	.....	.....	.....	P⌣	Pe	Str	M	R-Bo	D-R	7
8	G-P.....85-6, 5-7	5875	169	Op	24000	9200	B10.50/20	DB10.50/20	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11¾	4		Wa	Str	M	A-L	A-L	8
9	G-P.....85-8, 5-7	....	169	Op	24000	9200	B10.50/ 20	DB10.50/2	Lyc AED	8-3¾x4½	420	45.0	140–3000	L	G	C	2¾	11⅞	5	....	....	Str	M	A-L	A-L	9
10	G-P.....95-6, 7-10	6670	159	196	33000	10400	B10.50/ 24	DB10.50/2	Wau 6RB	6-5x5¾	677.0	60.0	125–2000	L	G	A	3½	11¾	..	....	Wa	Str	M	A-L	A-L	10
11	Hahn & Selden .77 5-7	....	....	....	27800	.....	.....	.....	.....	.....	611.4	.....	127–2300	.....	C	A	3	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Indiana..5½-7½T 250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13⅞	7	CC	KP	Str	M	A-L	A-L	12
13	Indiana..7½-10T 290	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13¾	7	FP	Pe	Str	E	L-N	L-N	13
14	La Fran.-Republic 35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98–1850	L	G	C	3½	11½	4	PC	Wa	Zen	M	A-L	A-L	14
15	Mack AC.....	5500	156	240	.....	.....	S 36x6	DS40x8	Own AC	4-5x6	471.2	40.	77–1800	L	G	S	3	10½	3	PS	On	Str	G	A-Bo	.....	15
16	Mack AC.....	6550	174	240	.....	.....	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126–2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	16
17	Mack AC.....	6000	156	240	.....	.....	S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77–1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo	.....	17
18	Mack AP.....	9500	191	191	.....	.....	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150–2000	L	G	S	3	11	4	PS	On	Str	V	R-Bo	NE	18
19	Moreland H7	5200	196	....	22000	8000	P 36x8	DP36x8	Her YXC	6-4¾x4¾	428.4	45.9	94–2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	19
20	Netco.....K	6500	180	220	32000	11000	B10.50/40	DB10.50/40	Lyc AEC	8-3¾x4¾	420	140	140–2800	L	G	C	2⅝	12	5	FP	Ha	Zen	M	A-L	A-L	20
21	Pierce-Arrow.....PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130–2000	L	G	A	3½	16⅜	7	FP	Ha	Zen	M	D-R	D-R	21
22	Relay..100B, 7½ Ton	6900	220	....	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	118–1850	L	G	C	3	10	4	PC	Ha	Zen	E	A-L	L-N	22
23	Schacht.....65 6 Ton	....	160	198	.....	9000	S 36x5	S36x12	Wau 5RL	6-4¾x5¾	462	45.9	88–2000	L	G	B	3	.....	7	PC	Mo	Zen	G	L-N	L-N	23
24	Schacht...70 7½ Ton	....	168	200	.....	10500	S 36x7	DS 40x8	Wau 5RL	6-4¾x5½	462	45.9	88–2000	L	G	B	3	.....	7	FP	Mo	Zen	G	A-Bo	No	24
25	Service.....100ZB	5830	175	....	.....	9600	S 36x6	S 40x14	Bud BA6	6-4½x5½	410.9	40.8	83–2100	L	G	C	2½	9¾	4	PC	Bu	Zen	V	A-L	A-L	25
26	Standard.....5-7	....	165	180	.....	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1	.....	L	G	C	2⅜	.....	4	PS	Si	Str	V	Els	ABo1	26
27	Sterling FW140, FD140	....	192	222	.....	10050	P 40x8	DP42x9	Wau 5RL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	27
28	Sterling.....FC135	....	192	222	.....	8755	P 40x8	DP40x8	Wau 5RL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	28
29	Sterling FC140 6, 7½	....	200	230	.....	9055	P 40x8	DP40x8	Wau HB	6-4¼x5¾	489.	43.4	90–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	29
30	Sterling .FC145–6, 7½	....	200	230	.....	9555	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	30
31	Ster FD,FW170–7½ 9	....	200	230	.....	10500	P 40x8	DP44x10	Wau AB	6-4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	31
32	Sterling FC170 7½ 9	....	200	230	.....	10255	P 40x8	DP42x9	Wau RB	6-5x5¾	677.	60.	125–2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	32
33	Stewart...27X 7 Ton	5700	165	235	.....	10040	P 36x7	P 40x7	Wau 6SRL	6-4½x5½	462	45.9	100–2000	L	G	C	3	12⅞	7	P	Wa	Str	V	D-R	D-R	33
34	Walter...FHRS 7½T.	8000	Op	136	31000	10000	B10.50/24	DB10.5/ 24	Own 6	6-4½x5¾	549	48.6	110–1800	L	G	C	3½	10⅝	..	C	On	Zen	V	R-Bo	D-R	34
35	Ward La France 50D-7	5700	Op	Op	28000	9900	P 40x8	DP40x8	Wau 5RL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅞	....	FP	Wa	Str	P	D-R	D-R	35
36	Ward La France 70C-7	5550	Op	Op	28000	10500	S 36x7	DS40x8	Wau 5RL	6-4⅜x5½	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	36
37	Ward La Fra. 7B6-7½	6300	Op	Op	28000	10500	S 36x7	DS40x8	Wau AB	6-4½x5¾	540	48.6	100–1800	L	L	G	3½	11⅜	4	FP	Wa	Str	P	R-Bo	D-R	37
38	White.....52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	1	3	FP	On	Zen	V	Els	.....	38
39	Witt-Will.....R55	5700	159	...	27000	9500	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅞	7	FP	No	Zen	M	D-R	D-R	39
	Six-Wheelers																									
40	Autocar.....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101–2400	L	G	C	3	14½	7	FP	Pe	Str	V	D-R	L-N	40
41	Brockway.640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13⅜	7	FP	Pe	Str	E	L-N	L-N	41
42	Chicago.....1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462	45.9	97–2000	L	G	A	3	13⅞	7	FP	Wa	Str	M	A-L	A-L	42
43	Day Elder 285 8 Ton	6000	164	204	28500	12060	B 8.25/20	DB8.25/20	Con 21R	6-4¾x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	43
44	Day Elder 345 10 Ton	7500	164	204	34500	12500	B9 .00/20	DB9.00/20	Con 21R	6-4¾x4¾	427.5	45.9	100–2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	44
45	Day Elder 402 12 Ton	9000	164	204	40200	14000	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	59.1	127–2300	L	G	A	3	13⅞	7	FP	Co	Zen	M	D-R	D-R	45
46	Diamond T...801 4T	4140	189	219	21000	8000	P 36x8	P 36x8	Her YXC	6-4¾x4¾	428.4	45.9	94–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	46
47	Diamond T...1200 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her YXC-2	6-4½x4¾	453.3	48.6	99–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	47
48	Diamond T...1601 8T	7500	184	224	36000	13000	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	127–2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	M	L-N	L-N	48
49	Diamond T...1600 8T	6220	175	210	36000	12000	P 36x8	DP36x8	Her YXC3	6-4¾x4¾	479.0	51.3	104–2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	49
50	Douglas.....F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114–1900	L	G	C	3	10	4	PC	Bu	Zen	E	L-N	L-N	50
51	Fageol.....4-66 4T	.....	.....	.....	.....	.....	.....	.....	.....	4-4⅜x5½	462.0	45.9	89–2200	L	G	A	3	13⅞	7	....	....	.....	.....	.....	.....	51
52	Fageol.....4–46	3900	172	205	9400	.....	P 32x6	DP32x6	Wau MK	6-4½x4¾	381.0	40.8	82–2200	L	G	A	2⅝	12½	7	FP	N	Zen	V	D-R	D-R	52
53	Fageol.....6–26	6000	195	220	10900	.....	B9.00/20	DB9.00/20	Wau 5RL	6-4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	53
54	Fageol.....6–46	6500	195	220	11050	.....	B9.00/20	DB9.00/20	Wau 5RL	6-4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	54
55	Fageol.....8–26	6300	195	220	11100	.....	B9.00/20	DB9.00/20	Wau 5RL	6-4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	55
56	Fageol.....8–46	6900	195	220	11300	.....	B9.00/20	DB9.00/20	Wau 5RL	6-4⅜x5½	462	46.0	98–2000	L	G	A	3	13⅞	7	PC	N	Zen	V	D-R	D-R	56
57	Fageol.....10–26	7400	184	232	12400	.....	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100–2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	57
58	Fageol.....10–46	8100	184	232	12800	.....	B9.00/20	DB9.00/20	Wau AB	6-4½x5¾	549	48.6	100–2000	L	G	A	3½	11⅜	4	PC	N	Zen	V	D-R	D-R	58
59	Federal.D2SW-2½-3T	1050	140	164	11000	3800	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48–2500	L	C	A	2⅛	5½	3	PC	Mo	Zen	M	D-R	D-R	59
60	Federal .E2SW-2½-3T	1150	145	169	11000	3915	B 6.00/20	P 32x6	Con 17E	6-3½x4	215.0	27.3	60–2100	L	C	A	2⅛	9⅛	7	PC	KP	Zen	V	D-R	D-R	60
61	Federal .U6SW-6T	6000	189	201	28000	9850	P 34x7	DP34x7	Con 20R	6-4½x4¾	380.0	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	61
62	Federal .U6SWAB-6T	6500	202	201	28000	9900	P 34x7	DP34x7	Con 20R	6-4½x4¾	380.0	40.8	90–2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	62
63	Federal....4C 6SW-8T	7500	231	231	34000	11500	P 36x8	DP36x8	Con 21R	6-4¾x4¾	428	45.9	100–2200	I	C	C	2¾	13⅞	7	PC	Co	Zen	M	D-R	D-R	63
64	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	P36x8	Wau 5RL	6-4⅜x5½	462	45.9	102–2200	L	G	C	3	13⅞	7	PC	Wa	Zen	M	R-Bo	N-E	64
65	(X)Gen.Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94–2500	H	G	A	2½	8¾	4	PC	Ha	Str	M	D-R	D-R	65
66	(X)Gen.Mt...T95, 7-9	7545	189	224	34000	13250	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115–2200	H	G	A	2¾	14¾	7	FP	Ha	Str	M	D-R	D-R	66
67	(X)Gen.Mt...T96 ,7-9	7195	189	224	34000	12850	P 34x7	DP34x7	Own 468	6-4¼x5½	468	43.3	115–2200	H	G	A	2¾	14¾	7	FP	Ha	Str	M	D-R	D-R	67
68	G-P.65-6 SW,5-7 Ton	4465	158	Op	21000	8500	B9.75/20	B9.75/20	Lyc TS	6-3⅞x5	353.0	36.4	97–2750	L	G	C	2¾	10	4	....	....	Str	M	A-L	A-L	68
69	G-P.65-8 SW, 5-7 Ton	4625	161	198	21000	8500	B9.75/20	B9.75/20	Lyc HF	8-3¾x4½	322.0	36.4	120–3200	L	G	C	2¾	11⅞	5	....	....	Str	M	A-L	A-L	69
70	G-P.75 8 SW, 6 8 Ton	5525	174	Op	28000	9500	B9.75/20	B11.25/20	Wau 5RL	6-4⅜x5½	462.0	45.9	100–2400	L	G	C	3	13⅞	7	....	Wa	Str	M	A-L	A-L	70
71	G-P.75-8 SW, 6-8 Ton	5480	174	Op	28000	9500	B9.75/20	B11.25/20	Lyc AEC	8-3¾x4¾	420.0	45.0	135–3000	L	G	C	2¾	11⅞	5	....	....	Str	M	A-L	A-L	71
72	G-P.85-6 SW, 8-10 Ton	7455	169	Op	36000	12000	B10.50/24	B12.75/24	Wau 6AB	6-4½x5¾	549.0	48.6	100–2000	L	G	C	3½	11⅜	4	....	Wa	Str	M	A-L	A-L	72
73	G-P.85-8 SW, 8-10 Ton	....	169	Op	36000	12000	B10.50/ 24	B12.75/24	Lyc AED	8-3¾x4¾	420	45.0	140–3000	L	G	C	2¾	11⅞	....	....	....	Str	M	A-L	A-L	73
74	G-P.95-6SW,10-12Ton	8215	176	Op	40500	13000	B10.50/ 24	B13.50/24	Wau 6RB	6-5x5¾	677.0	60.0	125–2000	L	G	C	3½	11⅜	4	....	Wa	Str	M	A-..	A-L	74
75	Hendrickson.....32-S	5000	Op	Op	32000	10000	B 9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	75
76	Hendrickson.....36-S	5500	Op	Op	36000	10500	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	76
77	Hendrickson.....38-D	8000	Op	Op	38000	13200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	M	A-L	A-L	77
78	Hendrickson.....44-D	9000	Op	Op	44000	14000	B9.75/22	DB9.75/20	Bud GF-6	6-4¾x6	638.0	59.1	126–1850	L	G	C	3	10⅞	4	PC	Bu	Zen	M	A-L	A-L	78
79	Hug.....97–6, 5T	....	144	144	31765	13765	P 40x8	DP40x8	Bud BA6	6-4¼x5½	411.0	40.8	83–2100	L	G	C	2½	9⅝	4	PC	Bu	Zen	M	R-Bo	D-R	79
80	Hug.....98–6, 7½	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4¾x6	638.0	54.1	126–1850	L	G	C	3	10⅞	4	PC	Bu	Zen	M	R-Bo	D-R	80
81	Indiana...640, 10 Ton	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4¾x5¾	611.4	54.2	116–1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	81
82	Kenworth.....345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4½x5½	468.0	43.3	105–2000	L	C	A	2¾	10⅜	4	PC	No	Zen	M	D-R	D-R	82
83	Kenworth.....385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	150–2000	H	C	A	3¼	11	7	FP	No	Zen	M	D-R	D-R	83
84	Kleiber.....22DD 5T	5000	192	....	.....	9400	P 32x6	DP32x6	Con 18R	6-4x4½	339.3	38.4	82–2400	H	C	C	2¾	...	7	FP	No	Str	V	R.Bo	-Bo	84
85	Kleiber.....28DD 6T	6500	201	....	28000	10060	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	411	40.0	89–2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	85
86	Kleiber.....34DD 7T	7500	210	....	34000	11900	P 36x8	DP36x8	Con 21R	6-4½x3¾	427.5	45.9	100–2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	86
87	Kleiber.....34DDT	9000	215	....	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126–1850	L	G	C	3	...	4	FP	No	Str	V	R.Bo	D-R	87
88	LeMoon.....HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5½	462	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	88
89	LeMoon.....HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87–2000	L	G	A	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	89
90	LeMoon.....HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	462	45.9	87–2000	L	G	C	3	13⅞	7	PC	Wa	Str	M	A-L	A-L	90
91	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	7	PC	Wa	Str	M	L-N	L-N	91
92	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	127–2000	L	G	A	3½	11⅜	4	PC	Wa	Str	N	L-N	L-N	92
93	Mack.....AC	7500	177	217	.....	.....	S 36x6	S 40x12	Own AC	4–5x6	471.2	40	77–1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	93
94	Mack.....AC	8700	197	237	.....	.....	P 38x8	DP40x8	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	94
95	Mack.....AK	9500	197	237	.....	.....	B9.75/22	DB9.75/22	Own BK	6-4½x5½	525.2	48.6	126–2200	L	G	C	3	10½	4	PS	On	Str	V	R- Bo	N-E	95
96	Mack.....AP	12000	197	237	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.5	60.	150–2000	L	G	S	3	11	4	PS	On	Str	V	R-Bo	N-E	96
97	Moreland.....BD 7	3505	184	....	16000	6000	P 34x7	P 34x7	Her WXB	6-3¾x4½	298.2	33.7	67–2400	L	..	C	2⅝	13¾	7	PC	No	Zen	M	A-L	A-L	97
98	Moreland.....ED7	5285	196	..	23000	8500	P 36x8	P 36x8	Her WXC 2	6-4¼x4½	360.8	40.8	73–2000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	98
99	Moreland.....HD7	6585	220	..	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4¾x4¾	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	99
100	Moreland.....SD7	6860	221	..	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4¾x4¾	478.8	51.2	105–2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	100
101	Moreland.....TD7	8245	221	..	34000	12500	S 36x7	S 36x10	Con 16H	6-4¾x5¾	611.4	54.1	.....	L	G	.....	.....	.....	.....	PC	No	Zen	M	A-L	A-L	N-E	101
102	Relay.....50SW 5T	5505	152	178	....	8600	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.3	33.7	73–2200	L	G	C	2½	.....	4	FP	No	Zen	V	A-L	A-L	102
103	Relay.....60SW 7T	6545	175	205	36500	12000	P 38x7	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83–2100	L	G	C	2½	.....	4	FP	Bu	Zen	V	A-L	A-L	103
104	Sterling.....FWS90	....	Op	Op	.....	7980	P 32x6	DP32x6	Wau MK	6-4½x4¼	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	104
105	Sterling.....FWS100	....	Op	Op	.....	9150	P 34x7	DP34x7	Wau MK	6-4½x4¾	381.	40.8	85–2500	L	G	C	2⅝	12½	7	CC	Wa	Zen	M	D-R	D-R	105
106	Sterling.....FWS140	....	Op	Op	.....	11755	P 38x7	DP38x7	Wau SRL	6-4⅜x5½	462.	45.9	102–2400	L	G	C	3	13⅞	7	CC	Wa	Zen	M	D-R	D-R	106
107	Sterling FDS, FWS180	....	Op	Op	.....	12855	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	107
108	SterlingFDS, FWS 200	....	Op	Op	.....	13555	P 40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125–2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	108
109	Sterling.....FC8170	....	Op	Op	.....	13855	P 36x8	DP36x8	Wau HB	6-4¼x5¾	489.	43.4	90–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	109
110	Sterling.....FCS180	....	Op	Op	.....	14000	P 40x8	DP40x8	Wau AB	6-4½x5¾	549.	48.6	99–2000	L	G	C	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	110
111	Sterling.....FCS210	....	Op	Op	.....	14555	DP40x8	DP40x8	Wau RB	6-5x5¾	677.	60.	125–2000	L	G	A	3½	11⅜	4	CC	Wa	Zen	M	D-R	D-R	111
112	White.630SW 200 3 T	....	198	205	24000	10000	B8.25/20	DB8.25/20	Own 3A	6-4x5¾	396	38.4	72–1800	H	C	S	2¾	13⅛	7	FP	Own	Zen	M	D-R	D-R	112
113	White 642.....SW310	....	198	210	34000	12670	B9.00/20	DB9.00/20	Own 1AB	6-4¾x5¾	519	45.9	96–1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	113
114	White 643.....SW410	....	198	215	40000	14400	S 40x8	DS40x8	Own 1AB	6-4¾x5¾	519	45.9	96–1800	H	C	S	3	15⅜	7	FP

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Wheels Driven	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																			5½ Ton and more Cont'd								
1	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	...	WF	R	8.5	52.5	Eat 527F	B4IM	685	TX	Jac	9x3½x¼	P	125	69¼	34¼	48x3	54x3	½	1
2	Lon	D.Own	Mun	U	4	No	Spi	Tim 65720	...	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x¼	P	125	69¼	34¼	40x3	54x3	½	2
3	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	...	WF	R	10.2	143	Eat 527F	B4IM	793	TD	Jac	9x3½x¼	P	125	70	34¼	40x3	54x3	½	3
4	Lon	D.Own	Mun	U	12	A	Spi	Tim 66704	...	WF	R	10.2	143	Tim 36010	B4IMV	865	TX	Jac	9x3½x¼	P	125	70	34¼	40x3	54x3	½	4
5	Lon	D.	Ful	U	4	No	Spi	Tim 76730	...	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x¼	P	137	82	34½	50x3½	54x3	½	5
6	Lon	D.B-L	B-L 60 Max	A	7	...	Spi	Tim 68700DP	...	WF	..	11.7	111	Tim 17302	.....	...	...	Ros	.....	...	.....	.....	.....	.....	.....	...	6
7	McC	D.B-L	B-L 60 Max	A	7	...	Spi	Tim 68700DP	...	WF	..	10.0	95.0	Tim 17302	.....	...	...	Ros	.....	...	.....	.....	.....	.....	.....	...	7
8	Own	D.Ful	Ful MHV	U	4	A3	M.M.	8Wis 1567W	...	DF	R	9.00	113.	Tim27450TW	B4IM	...	CD	Ros	12x3½x¼	T	.....	.....	.....	40x3	58x4	...	8
9	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis 1567W	...	DF	R	9.00	113.	Tim27050T	B4IM	...	CD	Ros	14x3½x¼	T	.....	.....	.....	40x3	58x4	½	9
10	Own	D.Ful	Ful MHD	U	4	A3	MM8	Wis 19000W	...	DF	R	10.1	125.	Tim27450TW	B4IM	...	TD	Ros	14x3½x¼	T	.....	.....	.....	40x3	58x4	½	10
11	.....	.....	.....	...	...	A	Blo	.....	...	...	R	.....	.....	.....	4IMV	...	TD	...	9x3¼x¼	P	.....	.....	37½	42x3	60x4	½	11
12	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	...	WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x¼	P	162	99	36	40x3	54x4	½	12
13	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	...	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x¼	P	162	99	36	40x3	54x4	½	13
14	Own	D.Ful	Ful MHU	U	4	No	Spi 3	Wis 1567-H	...	2F	R	7.33	46.3	Tim 26450- H	L4IHV	870	FD	Han	9¼x3½x¼	P	128½	81¼	36	44x3	60x3½	½	14
15	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x¼	C	132	92	37½	46x3½	52x4	½	15
16	Own	P.Own	Own AC	A	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x¼	C	132	...	37½	48x3½	52x4	...	16
17	Own	P.Own	Own AC	J	4	No	Spi	Own AC	...	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x¼	C	132	92	37½	46x3½	52x4	...	17
18	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	...	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x¼	C	180	108⅜	37½	46x3½	52x4	...	18
19	Lon	P.B-L	B-L 554	U	12	A 4	Cle	Tim66704WP	...	WF	R	9.00	99.2	Tim 16710 H	L4IHV	...	TI	Ros	9½x3¼x¼	C	168	113	34	39⅝x2½	56x3½	...	19
20	Mod	D.B-L	B-L	U	5	No	Pet 3	Wis 1627KH	2	2F	R	Opt	Opt	Tim 26450H	L4IH	690	...	...	9x3x¼	C	180	120	33	44x3	56x4	½	20
21	Lon	P.Lon	Own	A	4	No	Cle	Own	...	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x¼	C	139	84½	38½	41x3	56x5	½	21
22	Mod	P.B-L	B-L 1714	U	4	No	Blo	Own 85AH	...	2R	R	7.4	49.7	Tim 27450	L4IH	480	FX	Han	8¼x3½x¼	P	192	134	34	42x3	56x4	½	22
23	Own	D.B-L	B-L 60	A	7	A	Spi	Own..	...	2F	R	10.3	65.0	Own	L4IHV	628	TX	Own	8x2½x¼	C	152	95¼	35¼	42x3	60x3½	½	23
24	Own	D.B-L	B-L 70	A	7	A	Spi	Own	...	WF	R	14.0	88.2	Own	O2IMV	628	TX	Ros	9x2½x¼	C	152	82¼	35¼	42x3	50x3	½	24
25	Lon	Own	B-L 60 Max	A	7	...	Blo	Ti 68700DP	...	WF	..	10.1	95.0	Tim 16302	.....	...	...	Ros	.....	...	144	94½	.....	.....	.....	...	25
26	Lon	D.B-L	B-L 60	A	7	...	Spi	Ti 68700SP	...	WF	..	6.86	83.6	Tim 17300	.....	...	...	Ros	.....	...	144	93⅛	.....	.....	.....	...	26
27	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	66.6	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	172	108	34	48x3	60x4	½	27
28	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.3	62.2	Tim	O2IMV	500	JX	Ross	15x3¼x¼	C	172	108	34	48x3	54x3	½	28
29	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	8.3	55.2	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	29
30	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	30
31	Mod	D.Own	Own	U	4	3	Spi	Tim	...	w2	R	10	62.7	Tim	Ws4IA	690	CX	Ross	15x3¼x¼	C	168	107	34	48x3	60x4	½	31
32	Mod	D.Own	Own	U	4	3	Spi	Own	...	CD	R	9.4	58.9	Tim	O2IMV	666	JX	Ross	15x3¼x¼	C	168	107	34	48x3	54x3	½	32
33	Own	D.Ful	Ful	A	8	U8	Spi 3	Tim	...	WF	R	6.56	93.8	Eat	B4IMV	...	TX	Ros	9x2¾x¼	C	136½	76⅜	32	40x3	56x4	½	33
34	Own	Own	Own	U	5	No	Own	Own	...	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	34
35	Own	P.B-L	B-L	A	7	...	Spi	Tim 68702	...	WF	..	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x¼	C	Opt	Opt	37	44x3	56x4	½	35
36	Own	P.B-L	B-L	A	7	...	Spi	Tim 68700	...	WF	..	Opt	Opt	Tim	T2IMV	...	TX	Ros	8x3½x¼	C	Opt	Opt	37	44x3	56x4	½	36
37	Own	P.B-L	B-L 7	A	7	...	Spi	Tim 68700D	...	WF	..	.....	.....	Tim	T2IMV	...	TX	Ros	9x3½x¼	C	Opt	Opt	37	44x3	56x4	½	37
38	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	...	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	N	38
39	Per	D.B-L	B-L 60	A	4	A	Spi	Tim66704DH	...	WF	R	9.0	48.2	Tim 16700	L4IHV	...	TD	Ros	8x3x¼	C	.....	76	36	.....	.....	...	39
																			Six-Wheelers								
40	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x¼	T	159⅛	86¾	34¼	42½x3	61x5	½	40
41	Lon	D. B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x¼	P	216	129	36	40x3	54x4	N	41
42	Chi	D.B-L	B-L60 Max	A	7	No	Spi 6	T'm 310	W	WF	R	7.75	73.6	Tim 26450	TWRIA	796	TD	Ros	8x3½x¼	C	.....	.....	35½	44½x3	60x4	...	42
43	Per	D.B-L	B-L 60	A	7	No	Blo	Tim SW200H	4 R	WF	R	7½	71.2	Tim 26450H	L6IHV	674	TD	Ros	10x3¼x¼	C	132½	80½	37	48x3	64x4	½	43
44	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW310W	4 R	WF	R	8½	79.9	Tim 26450W	T6IA	674	TD	Ros	10x3¼x¼	C	132½	80½	37	48x3	64x5	½	44
45	Per	D.B-L	B-L 70	A	7	No	Blo	TimSW410W	4 R	WF	R	9	84.6	Tim 26450W	T6IA	674	TD	Ros	10x3¼x¼	C	127¼	75¼	37	45½x3	64x5	½	45
46	G&O	D. Cov	B-L	A	7	No	SpP 5	Tim	4 R	WF	R	Opt	Opt	Shu 5582B	L6IHV	571	TD	Ros	6½x3x¼	P	162	103	34	45¼x2½	58x4	N	46
47	G&O	D.Cov	B-L60 Max	A	7	No	SpiB5	Tim SW200	4R	WF	R	Opt	Opt	Tim 16300	Ws4I	238	TD	Ros	9x3½x¼	P	162	100¼	37	46x3	50x4	N	47
48	G&O	D.B-L	B-L 70	A	7	No	SpB5	Tim SW300	4R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3½x¼	P	141	93	37	46x3	50x4	N	48
49	G&O	D.Cov	B-L60 Max	A	7	No	SpP 5	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	Ws4I	238	TD	Ros	9x3½x¼	T	138¾	94¼	37	46x3	50x4	N	49
50	Own	D.Ful	Ful H-OG	U	8	A 8	Blo 5	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	W7IMV	960	CX	Ros	10x2½x¼	T	240	140	36	48x3	65x3½	N	50
51	.....	.....	.....	...	...	8 A 3	PeS6	.....	4 R	...	R	.....	.....	.....	L4rIHV	...	TX	...	11½x3½x¼	C	.....	.....	.....	41x3	46x3½	N	51
52	Per	P.B-L	B-L 314	U	4	...	PeS6	Tim Own	4R	WF	R	7.66	50.6	Tim 33020	L4rIHV	459	TX	Ros	7½x3½x¼	C	168	91½	33½	37x2½	46x3½	N	52
53	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114⅝	34	41x3	46x3½	N	53
54	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114⅝	34	41x3	46x3½	N	54
55	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	2R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114⅝	34	41x3	46x3½	N	55
56	Per	P.B-L	B-L554&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	127.	Tim 15302	T4rIA	504	TX	Ros	8x3½x¼	C	192	114⅝	34	41x3	46x3½	N	56
57	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	2R	2F	R	5.19	90.3	Tim 17300	T4rIA	504	TX	Ros	8¼x4x⅝	C	213½	149¾	34	42½x3	49½x4	N	57
58	Per	P.B-L	B-L714&60	U	12	A3	PeS6	Tim Own	4R	WF	R	5.19	90.3	Tim 17300	T4rIA	504	RX	Ros	8¼x4x⅝	C	213½	149¾	34	42½x3	49½x4	N	58
59	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B 374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x¼	C	106	64¼	34	38x2¼	40½x2½	N	59
60	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x¼	C	118	68¼	34	38x2¼	40½x2½	N	60
61	Lon	P.B&B	B-L 55	A	7	No	P-S4	Tim SW200H	4R	WF	R	7.50	71.3	Own	L6IHV	...	TI	Ros	7⅞x3½x¼	P	164	102	34	42x2½	63x4	½	61
62	Lon	P.B&B	B-L 55	A	7	No	P-S4	TimSW200W	4R	WF	R	7.50	71.3	Own	T7IA	867	TI	Ros	7⅞x3½x¼	P	164	102	34	42x2½	63x4	½	62
63	Lon	P.B&B	B-L 55	A	7	No	Pet 4	TimSW300W	4R	WF	R	8.5	80.7	Own	T6IA	867	TI	Ros	7⅞x3½x¼	P	190	118	34	42x2½	63x4	½	63
64	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	...	4M	Ros	7x3x⅛	C	180	137	36	42¾x2½	44x3	½	64
65	Lon.	D.Own	Mun	U	12	A	Pet	Tim SW200	4 R	WF	R	9.25	129	Eat 527F	BrIA	870	TX	Jac	9¼x3½x¼	P	161	100¼	34½	40x3	50x4	½	65
66	Lon	D.	Ful	U	4	No	Spi	Tim SW300	4R	WF	R	8.50	53.3	Tim 36000	B6IA	...	TX	Jac	9x4x¼	P	161	100	34½	50x3½	54x4	N	66
67	Lon	D.	Ful	U	4	No	Spi	Tim SDT 310	2	2F	R	8.15	51	Tim 36000	B6IA	...	TX	Jac	9x4x¼	P	161	100	34½	50x3½	54x4	N	67
68	Own	D.Ful	Ful VUOG	U	..	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x¼	T	.....	.....	.....	40x3	58x3½	...	68
69	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW100	...	WF	R	7.40	53.0	Tim 33000H	L6IH	...	CD	Ros	10x3½x¼	T	.....	.....	.....	40x3	58x3½	½	69
70	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x¼	T	.....	.....	.....	40x3	58x4	½	70
71	Own	D.Ful	Ful VUOG	U	5	No	MM7	Tim SW200	...	WF	R	7.50	53.0	Tim 26450H	L6IH	...	CD	Ros	11x3½x¼	T	.....	.....	.....	40x3	58x4	...	71
72	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3½x¼	T	.....	.....	.....	40x3	58x4	...	72
73	Own	D.Ful	Ful MHU	U	4	A3	MM8	Wis SD310	...	DF	R	8.50	10.6	Tim27450TW	B6IM	...	CD	Ros	12x3¼x9	...	.....	.....	.....	40x3	58x4	½	73
74	Own	D.Ful	Ful MUH	U	4	A3	MM8	Wis SD410	...	DF	R	10.2	128.	Tim27450TW	B6IM	...	CD	Ros	14x3½x¼	T	.....	.....	.....	40x3	58x4	½	74
75	Chi	.....	D.B-L 60-7	A	7	No	Blo 4	Own	2	2B	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x¼	P	Opt	Opt	34	40¼x3½	56x3½	N	75
76	Chi	.....	D.B-L 60-7	A	7	No	Blo 4	Own	2	2F	A	Opt	Opt	Cla	L4IHV	496	TX	Ros	8x3x¼	P	Opt	Opt	34	40¼x3½	56x3½	N	76
77	Chi	.....	D.B-L 60-7	A	7	No	Bl 5-4	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	TX	Ros	8x3x¼	P	Opt	Opt	36	40¼x3½	66x4	N	77
78	Chi	.....	D B-L 70-7	A	7	No	Blo 5	Eat 44000	4R	2F	A	Opt	Opt	Tim 16302	Ws4IA	780	Tx	Ros	8x3x¼	P	Opt	Opt	36	43x3½	66x4	N	78
79	You	D.B-L	B-L 55	A	7	No	Blo	Wis 1627KW	2	2F	H	10.2	85	Shu 678	W4IA	471	TD	Ros	8x4x⅛	I	131½	80	34½	41⅞x3	54⅞x3½	¼	79
80	You	B-L	B-L714,703	A	12	A3	Blo	Wis 1627KW	2	2F	H	10.2	139	Shu 678	W4IA	471	TD	Ros	8x4x⅛	I	Opt	Opt	37¼	41⅞x3	54⅞x3½	¼	80
81	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x¼	P	216	129	36	40x3	54x4	½	81
82	Per	D.B-L	B-L 554	U	..	A 3	Spi 6	TimSW310W	4R	WF	H	7.25	119	Tim 26450	T4IA	815	FD	Ros	8x3x¼	C	240	145	36½	42x3	68x4	½	82
83	Per	P.B-L	B-L 714	A	..	A3	Spi	TimSW410W	4R	WF	H	6.8	93	Tim 26450	T4IA	815	FD	Ros	8x3x¼	C	235	143	36¾	42x3	68x4	½	83
84	Own	B-L	B-L 55-7	A	7	No	SpB	Ti.SW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x¼	P	168	Opt	34	44x3	60x4	½	84
85	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x¼	P	180	Opt	38	44x3	60x4	½	85
86	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x¼	P	180	Opt	38	44x3	60x4	½	86
87	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x¼	C	204	Opt	38	44x3	60x4	½	87
88	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	T'63703-97H	4	WF	R	6.0	35.7	Tim 35000H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	88
89	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	T'65703-97H	4	WF	R	6.75	47.7	Tim 35000H	L6IHV	870	CX	Ros	7x4x¼	P	162	108	34	39½x3	46x3½	N	89
90	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	4	WF	R	9.66	91.7	Tim 26050H	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	90
91	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	91
92	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	4	WF	R	9.66	91.7	Tim 27450H	T4IA	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	53x4	N	92
93	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	6.68	42.9	Own AK	OrIV	574	FD	Own	8x3x¼	C	132	87	37	46x3½	52x4	½	93
94	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AC	OrIV	574	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	94
95	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AK	OrIV	...	FD	Own	8½x2¾x¼	C	180	107	37	46x3½	52x4	½	95
96	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	7.06	45.3	Own AK	OrIV	574	FD	Own	8x3x¼	C	135	88	37	46x3½	52x4	½	96
97	Lon	P.B-L	B-L 314	U	4	A 4	Cle	Own	4R	WF	T	7.66	41.0	Tim 14703	L4rIH	...	TX	Ros	9¼x3½x¼	C	168	102	34	40x2½	42x2½	½	97
98	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9¼x3½x¼	C	168	113	34	39⅝x2½	43½x3½	½	98
99	Lon	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9½x3x¼	C	192	137	38	44x3	43½x3½	½	99
100	Own	P.B-L	B-L 554	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3x¼	C	216	135	38	44x3	43½x4	½	100
101	Own	P.B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3x¼	C	240	135	38	44x3	43x4	½	101
102	Lon	B-L	B-L 51	U	5	.	Blo	Own 40	2R	2F	T	7.4	54.7	Tim 14704H	.....	...	...	Han	.....	...	.....	.....	.....	.....	.....	...	102
103	Lon	Ful	Ful VU	U	5	...	Spi	Own 60	2R	2F	...	9.09	63.6	Tim 15733H	.....	...	...	Han	.....	...	.....	.....	.....	.....	.....	...	103
104	Mod	D.Own	Own	U	4	3	Spi	Tim	...	WF	R	6.80	45.3	Tim	L4IHV	306	CX	Ross	10x3¼x¼	C	Opt	Opt	34	42x2½	43x3	N	104
105	Mod	D.Own	Own	U	4	A 3	Spi	Tim	...	WF	R	6.80	41.3	Tim	Ws4IA	472	CX	Ross	12x3¼x¼	C	Opt	Opt	34	48x3	58x3	N	105
106	Mod	D.Own	Own	U	4	A 3	Spi	Tim	...	WF	R	7.75	51.6	Tim	Ws4IA	568	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	106
107	Mod	D.Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9.25	58.0	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	107
108	Mod	D.Own	Own	U	4	A 3	Spi	Tim	...	w2	R	9	56.4	Tim	Ws4IA	576	CX	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	58x4	N	108
109	Mod	D.Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	63.2	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	109
110	Mod	D.Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	110
111	Mod	D.Own	Own	U	4	A 3	Spi	Own	...	CD	R	9.5	59.6	Tim	Ws4IA	792	CD	Ross	15x3¼x¼	C	Opt	Opt	34	48x3	60x3½	N	111
112	.....	P.Own	Own 4B	U	4	No	.....	1Im SW200H	...	WF	R	6.75	44.2	Own 6D	WrIHV	...	CI	Ros	8x3x¼	C	Opt	104¾	34	42x3	42x4	N	112
113	.....	dp.Own	Own 7B	U	4	No	Spi	Tim SW310w	...	WF	R	8.5	55.6	Own 12D	WrIA	...	C	Ros	8½x3x¼x¼	C	167	109¾	.....	42x3	42x4	N	113
114	.....	dp.Own	Own 7B	U	4	No	Spi	TimSW410W	...	WF	R	10.2	69.1	Own 12D	WrIA	...	C	Ros	8½x3x¼x¼	C	167	109¾	.....	42x3	42x4	N	114

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

(U)—Gotfredson-Rear Axle Model B800 also provided with 2412 EA-Car.

(V)—Hug 87M has wheelbase of 120 in. C87 has wheelbase of 146, 154, 171 and 181.

(Y)—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE — Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Stw—Stewart.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH — Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET — Make

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp.
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE — Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full Floating.
H—Hypoid
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
w/2—Worm or Double Reduction Optional
½—Semi-Floating.
¾—Three-Quarter Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.
4F—Front and forward pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE — Make

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service — Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
Y—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—Hand — Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR — Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME — Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary — Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	½
T-15	4500 to 6500	1501 to 1708	½-1½
T-17	5500 to 6500	1701 to 1708	1-1½
T-19	6500 to 8500	2201 to 2223	1½-2
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
T-31	11000 to 14000	311-1 to 315-9	2½-4
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-83	20000 to 24000	831-1 to 837-8	5-7
T-85	22000 to 26000	851-1 to 858-8	5-7
T-90	22000 to 28000	9001 to 9007	5 to 7½
T-95	28000 to 34000	951-1 to 955-8	7-9
T-96	28000 to 34000	961-1 to 965-8	7-9